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

FOR RELEASE January 9, 1923.

✓✓ A NEW TYPE OF SPHERICAL BALLOON ✓

A new type of spherical balloon has been developed by Messrs. M.Q. Corbett, William E. Huffman and C.F. Adams, of the Lighter-than-Air Section, Engineering Division, McCook Field, Dayton, Ohio. All of the development work connected with this new balloon was carried on by the designers outside of their regular duty hours, and the expense incurred was also borne by them. A patentable interest in the use of this invention for military purposes has, however, been tendered to the Government.

The novel feature of this balloon is a new and third method of control, which consists of a propeller revolved by a rope belt within convenient reach of the pilot. Pulling the right hand side of the belt causes the balloon to ascend. The reverse causes a descent. The gas bag has a capacity of 5,000 cubic feet, and is equipped with a gas valve and rip panel, as is the usual practice in spherical balloon construction. The weight of the entire equipment, including bag, rigging, basket and propeller mechanism, is only 125 pounds. It can be folded into a small enough bundle to be conveniently carried in a Ford car. Flights of three hours' duration have been made with this equipment by a 186-pound man without using the gas valve and during which only one bag of ballast was expended.

This balloon has been undergoing extensive tests in the vicinity of Dayton, making both day and night flights. With this new feature of control it has been found possible to make a quick get-away from most any location without the necessity of weighing off dangerously light, as with its propeller equipment, which can be made to give a vertical thrust of five pounds either ascending or descending, this small craft is especially suited for making ascensions from grounds surrounded by buildings or other obstructions.

The object in bringing out this special piece of lighter-than-air equipment is an attempt to fulfill a military need for a small and inexpensive balloon to give training to students in ballooning and parachute jumping, and to provide an economical means for testing newly developed meteorological instruments.

Parachute landings can easily be simulated with this equipment by using a regular parachute harness and controlling the descent by the use of the propeller, which involves the same principle as the gradual application of the brakes of a motor vehicle going down a steep grade.

Some of the tests which have been conducted with this new equipment include the following:

1. Holding an altitude of 1,000 feet for forty minutes without ballast, using the propeller only to compensate for changes in gas volume.
2. Landing from an altitude of 3,000 feet under unstable conditions without using valve or ballast, using the propeller control only.
3. Making ascensions from grounds immediately surrounded by buildings, smoke stacks, and other obstructions, using the propeller mechanism to facilitate a rapid rise above these obstructions.
4. Making a flight of six hours' duration during which time five landings were made and each time pilots changed, two of the pilots being men who had never before handled a balloon.
5. Jumping, slightly heavy, to altitudes of as much as 150 feet, using the propeller to aid the jumping effect, and then as a brake in regulating the landing speed.

Tests and refinements are still under way, and it is understood that arrangements are being made to manufacture and sell this small balloon to aero clubs and colleges for sporting and training purposes.

FLIGHT OF THE PONY BLIMP ✓

The Pony Blimp, Lieut. O. A. Anderson, pilot, took off from Scott Field, Belleville, Ill., on Nov. 27th, at 10:30 a.m., and completed the longest non-stop flight ever made in the United States with an airship of that type.

At the start of the flight there was practically no wind blowing, but at 11 a.m. the wind arose, and by 12:30 it reached a velocity of 40 miles an hour and was so strong that the blimp was unable to land. Lieut. Anderson then decided to make an attempt to get out of the storm, so the ship was headed southwest.

At 5:30 p.m., the ship was over northern Mississippi steering a southwest course with motor running. At this time the motor was cut off with the intention of free ballooning the ship for the night. Two hours' fuel supply was saved for landing. Due to strong winds and the fact that the ballast was used up, it was necessary to make a rip landing at 9:20 p.m. at Camp McClellan, Ala., after free ballooning 3 hours and 50 minutes. The flight covered a distance of 450 miles. Lieut. Anderson stated that he would have free ballooned all night had his ballast held out.

Weather maps and conditions encountered on the flight indicated that a Southwest wind was blowing over northern Alabama, and if the ship had been able to stay in the air a final landing could have been made at Langley Field, Va.

The crew of the Blimp, which was composed of Lieut. O. A. Anderson, pilot; C. V. Brown, passenger, and Private D. Ahelson, Engineer, returned to Scott Field Sunday, December 3rd. The Pony Blimp was crated and shipped back by rail.

HYDROGEN GAS TO BE MANUFACTURED AT SCOTT FIELD. ✓

A new hydrogen gas plant is being put up at Scott Field at a total cost of approximately \$250,000. The equipment of the plant is being furnished by the Government, and the W. M. Sutherland Construction Company, of St. Louis, has the contract for putting up the buildings.

The plant will consist of two separate gas manufacturing units - one makes gas by the oil cracking process and the other makes gas by the electrolytic process. This plant will make a total production capacity of 6,000 cubic feet of gas per hour.

EUROPE TRYING TO REGAIN LEAD IN AVIATION.

Recent record performances of American airplanes have spurred on the European nations to unprecedented effort in aviation, according to W. C. Young, Manager of the Aeronautics Department of the Goodyear Tire and Rubber Company, and a Governor of the Aeronautical Chamber of Commerce, who lately returned from an investigation of the aeronautical situation in England, France, Germany and Spain. He said that every effort is being made in both England and France to produce new aircraft capable of outflying American products in speed and performance.

"Germany today ranks first among the nations in all-metal construction," said Mr. Young. "France is building many new types of airplanes, seeking machines with low operating cost, such an economy in fuel consumption, coupled with high performance. England has been working hard to develop fast ships; and France is now building new long distance commercial types.

Spain learned a lesson during the Moroccan campaign; and has adopted an aviation policy calculated to develop both her military and commercial air power. Both airplanes and airships will be employed. Spain is convinced that the lighter-than-air craft has an immediate future; and is planning to employ the dirigible and the smaller non-rigid ships in maintaining a patrol of her frontiers, as well as linking up with South American countries commercially. Germany so far leads the world in the construction of the great rigid airships of the Zeppelin type. I think, however, that small non-rigid airships built in the United States are unsurpassed in any European country."

LANDING AN AIRSHIP WITH INEXPERIENCED LANDING CREWS ✓

The officers at Scott Field, Belleville, Ill., recently demonstrated the fact that an airship can be easily landed with an inexperienced landing crew away from its home station and its usual facilities, and can pick up passengers and proceed on its flight.

This test was made when Captain Charles P. Clark, Lieuts. Robert S. Heald,

D.L. Hutchins, Orvil A. Anderson and J. W. Benson "took off" from Scott Field at 9:30 a.m., in a free balloon and landed four hours later near Pocahontas, Ill., 30 miles away. The balloon was at once deflated and shipped back to Scott Field.

The non-rigid airship A-4, Lieut. Arthur Thomas, piloting, "took off" from Scott Field two hours behind the free balloon and followed it. When the free balloon had been landed and turned over to the local freight agent for shipment, the officers signalled the A-4, which was hovering over Pocahontas, and it descended and was landed by the officers with the assistance of several citizens from the crowd which had gathered. Then, after instructing their inexperienced landing party, the officers boarded the A-4 and were put in the air in fine shape. The A-4 made the return flight to Scott Field in 50 minutes, landing outside the new hangar at 4:00 p.m.

The free balloon and the airship flights were for training purposes.

AMERICANS DO THEIR FLYING ABROAD

The "Aeroplane" (London) points out a very interesting fact with regard to the passengers now traveling from London to Paris in Handley-Page machines. On consulting the visitors' book, which every passenger signs before embarking, it has been found that up till June this year 85 to 90 percent of the passengers have been composed of Americans and the other 10 to 15 percent has been composed of British and other nationalities. Since June, up till the end of October, although the total number of passengers carried has increased enormously, the American percentage has been reduced to 48, and the British one has risen to 37, the other 15 percent being made up of other nationalities.

Boy! page that fellow who got up the slogan "Patronize your home industry"!

MAIL SERVICE BY AIR FROM CAIRO TO BAGHDAD.

The most picturesque of the regularly traveled air routes and the one richest in historical associations is undoubtedly the 864 miles that separate Cairo, the capital of Egypt, from Baghdad, the principal city in Mesopotamia.

In one day the fliers of the British Royal Air Force go from the Land of the Pyramids over the Holy Land and across more than five hundred miles of desert to the Land of the Date. All of these countries were the scenes of early civilizations, and the planes carry the letters of European and American business firms over ruins that are four thousand years old.

The most difficult part of the journey is the 532 miles of desert that stretch between Palestine, or rather Transjordan, and the capital city of the land from which our dates come. There are practically no natural landmarks in all of this distance; it would be comparatively easy, however, to navigate this by compass, but the risk of forced landings can never be eliminated, and the problem was to provide some sure means by which help, if necessary, could be provided for the stranded airman.

This problem was solved by running a number of motor trucks and automobiles over the same track across the desert and marking off a series of possible landing places that will act as a guide to a pilot and enable him to be located by wireless in the event that he has been compelled to come to the ground.

Only this narrow track - two parallel lines five or six feet apart - is the fliers' navigating chart. On favorable ground it is easy to see it even from 8,000 feet aloft but, as may be imagined, it is none too easy to pick up without some indication as to its locality, nor is it a simple matter to follow it, when found, if the nature of the ground has prevented the vehicles from making more than a slight impression on the surface.

On some places a single track has been reinforced by a number of separate tracks where the cars and trucks spread out instead of following one another, but for the most part the task of the airman is to hold grimly to the single narrow streak. Should he lose sight of it at any time, there is nothing for him to do but to circle around in the air or to retrace his course until the track has been picked up again.

One additional danger the fliers of the Royal Air Force face on this journey - there is always the possibility that some desert dweller who nurses an antipathy to the British may take a shot at a low-flying plane or that the airman, if forced to descend, will encounter hostile tribesmen. However, the nomads of this district have been inclined to friendliness through the action of the Force in picking up and flying to Baghdad with a wounded sheik found in the desert and in procuring for him the medical treatment that saved his life.

But the fliers, when they are prevented from making the trip in a single day and are forced to land in the desert, are still suspicious of the natives. On one occasion a pilot, making a forced landing, was approached by a number of Arabs whose attitude was expectant rather than friendly. The man knew some Arabic and the following conversation took place:

"Are you alone?"

"No."

"How many other airplanes are there?"

"Ten."

"Are they coming here?"

"Yes."

"Have you told Amman (the nearest city) you are here?"

"Yes."

Convinced by these answers the Arabs allowed the engine defect to be remedied and the plane continued on its lonely journey to the date palms of Baghdad. Whether the tribesmen would have adopted a different attitude if they had known the answers to their inquiries were all untruthful is a matter that must remain doubtful. The pilot himself is thoroughly satisfied with the outcome of his adventure and has no desire to pay the nomads another visit to find out the answer.

THE AIR SERVICE ENGINEERING SCHOOL AT DAYTON, OHIO.

The activities of the Air Service Engineering School have been enlarged to include a course in Engine and Airplane Maintenance. There are now two distinct courses given in the school under the general direction of the Secretary.

COURSE I - GENERAL AERONAUTICAL ENGINEERING,

Lieut. S. P. Mills in charge.

COURSE II - MAINTENANCE ENGINEERING

Lieut. Oscar Monthan in charge.

Course I.

Courses in Review Mathematics, Mechanics, Cost Accounting, Machine Shop Practice and Physical Testing of Metallic Aircraft Materials and Parts have been completed by the officers in Course I. Classes in Metal Construction, Chemistry, Metallurgy, Testing of Wood, Textiles and Rubber, and Shop Management are now in progress.

Course II.

This course commenced officially Nov. 1, 1922, and will continue for five months. The courses in progress at present are Review Mathematics, Motor Theory and actual Motor Overhaul, and Machine Shop Practice.

The following officers are now enrolled in the Maintenance Course, having been assigned by the Chief of Air Service to take this work:

1st Lieut. Harold L. Clark from Langley Field, Va.

1st Lieut. Wm. J. Hanlon " " " "

1st Lieut. Edmund C. Langmead " " " "

1st Lieut. Devereux M. Myers " " " "

1st Lieut. John F. Whitley " " " "

1st Lieut. Muir S. Fairchild from McCook Field, Dayton, Ohio.

1st Lieut. Fred C. Fishback from Mitchel Field, L.I., N.Y.

1st Lieut. Milo McCune from McCook Field, Dayton, O.

1st Lieut. Donald W. Norwood, from Kelly Field, San Antonio, Texas.

1st Lieut. Peter E. Skanse " " " " " "

1st Lieut. Donald F. Stace from Selfridge Field, Mich.

1st Lieut. Victor H. Strahm from Brooks Field, San Antonio, Texas.

1st Lieut. Walter H. Reid, from Selfridge Field, Mich.

AIRPLANE STARTLES ESKIMOS.

We had reason to believe that all of the peoples of the earth were familiar with the existence of such an invention as the airplane, but it now seems that we missed a bet in overlooking the Eskimos. Recently a tribe of Eskimos in Alaska obtained their first view of an airplane and, naturally, they were skeptical as to its ability to fly. These Eskimos may not have come from Missouri, but they were "shown" just the same.

A recent newspaper dispatch states that Captain Roald Amundsen, head of a Polar Expedition that left Seattle, Washington, last June, arrived in Nome, V-4613, A.S.

Alaska, by dog team. Captain Amundsen came from Wainwright, near Point Barrow, where he is wintering with the plane in which he hopes in the Spring to fly over the North Pole.

A British newspaper prints a message received from Captain Amundsen, giving an account of the progress of his Expedition in Alaska. He states that Nome is not what it used to be when he visited it for the first time in 1906. At that time one might pick up gold from the streets, but now people have to work hard every hour of the day. Upon arriving at Deering, Alaska, on July 5th, where some gold digging is still going on, though on an inferior scale, their stay became longer than was anticipated owing to reports that the ice was still blocking Point Hope, some one hundred miles farther north. During their stay at Deering Lieuts. Ondal and Dahl put in order the little Curtiss "Oriole", by means of which it was intended to make a closer investigation of the ice conditions. It was amazing to observe the natives when Lieut. Ondal made his first flight. They were in doubt to the very last, laughed and shook their heads. How could it be possible ^{that} such a big thing as this, which required the combined efforts of several men to move it, should be able to fly. Suddenly the apparatus dashed off amidst a shower of dust and gravel, and the smiles died away on their faces, to be replaced by astonishment. Then the wheels left the ground, the horizon became visible under them, and before the natives could recover their power of reasoning the miracle was soaring high above their heads. The white population threw their caps into the air, whistling and shouting. The natives were more reserved in their outburst. The flight turned out a perfect success, and the airman and his feat will go down to posterity in this place.

Wainwright, the present headquarters of the Expedition, is a little Eskimo village with a school and approximately 200 inhabitants.

AN INGENIOUS DEVICE FOR TESTING ENGINES.

A London newspaper tells of a remarkable "Safety First" device now in operation at the Croydon Airdrome - a dynamometer plant for testing airplane engines. After approximately 100 hours of running, engines are taken out, placed in this machine, and submitted to every test and strain which the engines have to undergo in actual flight.

Indicators register minutely the flow of petrol through the carburetors; if they do not synchronize, the fault in the jets or carburetors themselves is searched for and remedied. Thermometers register even the temperature of the lubricating oil entering and issuing from the engine. Finally, the whole engine is dismantled and submitted to a thorough examination for partly worn parts. By this method no fault, however trivial, can escape notice.

The plant, installed by the Daimler Air Service, is claimed to be the only one of the kind used on any air station in the world. It is held responsible for the fact that, since the line opened in May last, only two forced landings have occurred, one of these not having been caused by engine failure.

AIR NAVIGATION IN HOLLAND.

During the summer service the Royal Aerial Company of Holland on the Amsterdam-London and Amsterdam-Brussels routes carried 995 passengers, 803,251 letters, 1,672,555 parcels, and 62,889 kilos of cargo. In addition, 2,582 passengers were carried on short pleasure trips in Holland.

The service to London is proving a great boom to Dutch flower growers and to the British newspapers. In June and July this year 3,837 kilos of fresh flowers were carried to London and 10,016 kilos of English newspapers to Holland. The total distance flown by the company's machines is now over 1,200,000 k.m., and not a single accident has occurred.

The fares have now been reduced considerably and are only slightly higher than those of the fast steamship services. The fleet of the company consists of Dutch-built Fokker machines, which have proved reliable and stable.

A LAMENTABLE ACCIDENT

During a flight of Martin Bombers at Langley Field, Va., on December 6th, for formation practice, a most lamentable accident occurred, costing the lives of Major Guy L. Gearhart, Captain Benton A. Doyle, Staff Sergeant Arthur P.

Marsick, and Privates Felix J. Blumka, Leon Rolas and Thomas Jordan. Major Gearhart, piloting a Fokker D-7, collided with a NBS-1 piloted by Captain Doyle, and both planes crashed to earth in a nose dive.

Captain Doyle was Commanding Officer of the 11th Squadron (Bombardment). During the war he was commissioned a 1st Lieutenant, Field Artillery, O.R.R., from the second training camp, and shortly after transferred to the Air Service.

His death is a great loss to the service, due to his experience as a pilot and observer, and his genial disposition.

Major Gearhart was the Air Service Supply Officer, at Langley Field, and was one of the oldest pilots in the service, having begun his training at North Island, San Diego, Calif., in 1913. He was originally a Coast Artillery Officer, and an honor graduate of the Coast Artillery School at Fort Monroe, Va. During the past two years he was on duty at the Sperry Plant at Farmingdale, L.I., N.Y.

His death is a great loss to the Air Service and to the service at large, due to his long and varied experience.

Langley Field sent a formation of Martin Bombers to fly over the funerals of Major Gearhart and Captain Doyle at Arlington Cemetery.

LIGHTER THAN AIR ACTIVITIES AT LANGLEY FIELD.

The Airship C-14 recently made three successful flights, with a total of 3 hours and 50 minutes in the air, after a period of idleness for nearly two months while undergoing repairs. The ship subsequently made another flight of two hours' duration.

A free spherical balloon, piloted by 1st Lieut. A. J. Etheridge, A. S., left the hangar at 10 a.m. on December 7th and landed at 2:50 p.m., having traveled approximately 50 miles.

The Military Airship A-6 is being inflated with helium for experimental purposes.

DAYTON CHAMBER OF COMMERCE HONORS MAJOR BANE.

Members of the Chamber of Commerce of Dayton, Ohio, recently tendered a farewell dinner to Major Thurman H. Bane, Army Air Service, former commanding officer of McCook Field, who was retired from active service.

Addresses were made by Mr. Robert Elder, President of the Chamber of Commerce; Major L.W. McIntosh, Commanding Officer of McCook Field, and Major Bane. Mr. C. F. Kettering acted as toastmaster. Mr. Elder presented Major Bane with a gold watch and chain as a token of the esteem of the people of Dayton.

Among the many guests present were Orville Wright, pioneer aviator, Major A. W. Robins and his staff from Wilbur Wright Field, and department heads of McCook Field, etc.

The principal topic of the evening was the establishment of the new air-drome in Dayton.

NEW AIRPLANES FOR THE CHIEF OF AIR SERVICE

Three more special DH4B Messenger Airplanes are nearing completion for the use of General Patrick. These airplanes are all of natural finish, having 135 gallon capacity gasoline tanks which are specially adapted for extended cross-country flights. The first one of this type, which was completed early this fall, was delivered to General Patrick, who was very much pleased with the design and workmanship. He demonstrated his appreciation by having his picture taken with a group of the mechanics who built the ship, using the airplane as a background.

TO ATTEMPT NEW ENDURANCE AND LONG DISTANCE RECORDS.

Lieut. Oakley G. Kelly, Army Air Service, stationed at McCook Field, Dayton, Ohio, who with Lieut. John A. Macready established a new endurance record of 35 hours, 18½ minutes at Rockwell Field, San Diego, Calif., last October, and early in November a non-stop flight from San Diego, Calif., to Indianapolis, Ind., in an attempt to negotiate a non-stop flight to New York, has received authority from the Chief of Air Service to attempt another duration flight.

Lieut. Kelly believes that by operating from Wilbur Wright Field, Fairfield, Ohio, with the maximum load of gasoline and the high compression motor, using part benzol for fuel, he can keep the Army Transport T-2 aloft for over 40 hours.

Plans are now being made for this attempt at a new record, and from latest accounts it will take place in the latter part of January, 1923.

The Chief of Air Service has also given his approval to a second trial at the transcontinental non-stop flight, which will take place some time next spring, when weather conditions will probably be more favorable than during the winter. In all likelihood the start will this time be made from New York.

REDUCED RATES FOR INTERNATIONAL AERO EXHIBITION IN SWEDEN

As has already been announced sometime ago in the NEWS LETTER, the City of Gothenburg, Sweden, the chief shipping port and export harbor of that country, will celebrate the Tercentenary of its foundation with a Jubilee Exhibition to be held from May 8th to September 30, 1923.

The Committee having the Aero Exhibition in charge invite special attention to the 50% reduction of sea rates, which may be of interest to such American manufacturers of aircraft as may contemplate sending exhibits.

The Exhibition will include various types of airplanes, accessories, gliders, helicopters, equipment for airdromes, wireless telegraph and telephone service, aerial topography, aeronautical patents and inventions, model flying, artistic paintings, sculptures and engravings with aeronautical motifs, etc.

CONSTRUCTION OF AN AUXILIARY AIRSHIP HANGAR AT SCOTT FIELD

Work has been started on an auxiliary airship hangar at Scott Field, Belleville, Ill., located adjacent to the northwest corner of the large airship hangar recently put into service. The new building, which will cost \$18,000 and is being constructed by the W.S. Rae Construction Co. of Pittsburgh, Pa., will be a steel frame structure with asbestos siding. It will be 75 feet wide, 120 feet long, and 57 feet high, and will be used for the construction and repair of large airship parts.

It is expected that the auxiliary hangar will be completed not later than February 11, 1923.

UNIVERSITY STUDENTS INSPECT BALLOON AND AIRSHIP SCHOOL.

The engineering class of the Washington University, St. Louis, Mo., recently visited the Balloon and Airship School at Scott Field, Belleville, Ill.

The student engineers were conducted through the class rooms of the School, receiving short lectures on the means and methods of making balloon observers and airship pilots. The visitors were greatly interested in the construction of the new airship hangar, which is in itself a remarkable engineering feat.

Lieut. D.M. Reeves was head of the reception committee, and Prof. Berger, head of the Engineering Department, Washington University, was in charge of the visitors.

BROOKS FIELD FLYERS MAKE LONG JAUNT.

Major Ralph Royce, Commanding Officer of Brooks Field, Capt. C.E. Rust, 1st Lieut. John D. Corkille, 1st Lieut. Clements McMullen, 1st Lieut. Robert M. Webster, 1st Lieut. Leland R. Hewitt and Staff Sergeants Robert G. Long and Richard E. Hoijyer left Brooks Field at 7:15 a.m. Monday, December 4th, for San Diego, Calif. The take-off was made in a heavy fog, which forced the flyers to keep at low altitude during the entire morning. At 9 o'clock a message was received from Del Rio, stating that Lieut. Hewitt had been lost from the formation. It later developed that he had been forced to land on account of low fog in the vicinity of Eagle Pass, and in landing the plane had been wrecked by rolling into a ditch and completely burned. Both Lieut. Hewitt and Sergt. Long escaped without injuries, later returning to Brooks via train. The other three ships reached Rockwell Field on Thursday afternoon.

AERONAUTICAL NEWS FROM OTHER COUNTRIES

Spain.

The Hispano Automobile Co. has erected a special factory at Guadalajara within the past year for the manufacture of airplanes. Planes have been constructed along the lines of certain Handley-Page models, under the supervision of a British advisor, who was recently replaced by aeronautic advisers and technical experts of

the Spanish Army. About 60 planes have been built for the Spanish Army up to date, and orders on hand call for 30 new ones and 15 replacement planes. These airplanes measure 17 meters from tip to tip (55.7 feet) and use 300 h.p. Hispano-Suiza motors, built in Paris at the factory of that name. Spanish material is being used in nearly all parts of these airplanes, which sell for about 35,000 pesetas.- Commerce Reports.

Finland.

The first Finnish airplane factory at Sveaborg has two monoplanes ready for assembly. The wings are placed under the fuselage, giving the pilots a clear upward view, which is considered of great value. The planes are finished with 6-cylinder 300 h.p. Fiat motors, purchased in France, and when completed will weigh little more than 2,000 kilos. The factory has a staff of constructors and draftsmen in addition to 60 professional workmen, and has a capacity of 30 planes per year. - Commerce Reports.

India.

The establishment of an air mail service from England to India is under discussion in both countries and has been favorably reported by a Parliamentary air committee organized to study the problem. It is planned to establish a daily service between the two countries, each plane to carry 12,500 letters.

Under present conditions flying will be performed only in the daytime, and the schedule will cover five days from the date of departure to date of arrival. If night flying becomes practicable over any part of the route, this schedule will be reduced materially, as it is estimated that the trip could be made in two and one-half days if day and night flights were possible the entire distance.

The route selected is London, Cairo, Baghdad, Karachi, Calcutta, with a branch from Karachi to Bombay. The cost of the daily service is placed at about \$5,000,000 annually. In addition to the ordinary postage, each letter will carry a surtax of 25 cents. - Commerce Reports.

England.

The air mail service from London to Brussels was reopened on October 23rd, after a temporary suspension. The mail closes daily at the general post office, London, at 9 a.m. Letters posted before that time are scheduled to reach Brussels at 1:30 the same afternoon, whence delivery reaches Antwerp and most of Belgium the same evening; Cologne is scheduled for 3:30 the same afternoon, whence delivery is made in central Germany (Berlin) and south Germany (Munich) the next morning, through connection with night mail train from Cologne.

SQUADRON NEWS.

Kelly Field, San Antonio, Tex., Nov. 20.

GROUP HEADQUARTERS (ATTACK): Under the tutorship of Sergeant-Major Meloney, the non-coms are undergoing a course of instructions in the various duties of a non-commissioned officer of the group. Duties and position of a non-commissioned officer, Manual of Courts-Martial, clothing allowances and settlement, supply, operations and engineering, the duties of a 1st sergeant, and Air Service Administration in general are the principle subjects. Many subjects are brought up by the class during the question period and the debating is interesting, due to the fact that practically two-thirds of the class is composed of "Old Timers". It is readily noticeable how keenly the younger members observe and listen intently to subjects brought before the class for debate. It is the desire of the Group Commander that each and every non-commissioned officer of the group be so efficient that he may be available for duty in any position that may be assigned to him, as, for instance, a corporal to take the place of a sergeant; the sergeant the place of the 1st sergeant - in fact the non-commissioned personnel must be efficient in all branches and departments of the 3rd Group (Attack).

The Commanding Officer, Lieutenant-Colonel Cook, left for a few days hunting trip, but met with very little success, due to the inclement weather.

NINETEETH SQUADRON (ATTACK): On account of the bad weather flying has been set aside and a course of instructions in motors, trouble-shooting, gunnery, transportation, administration, and machinery of various kinds, is being carried out throughout the group every afternoon daily, except Wednesday and Saturday. Deep interest is being taken by those who attend these schools, which are conducted under competent instructors. The Engineering and Airplane school in rigging, general maintenance, airplanes, motor and trouble shooting, is being conducted by Master Sergeant Kolinski of this squadron.

Staff Sergeant William H. Kenyon who was honorably discharged on November the 16th, due to expiration of term of service, has been over 19 years in the Regular Army, having served during the War with Spain, with the Punitive Expedition into Mexico under General Pershing, and under command of General Funston in Vera Cruz. He also served in France. His service is one to be envied and honored by all. Sergeant Kenyon re-enlisted for the 90th Squadron, and will soon take up his duties as supply sergeant upon his return from a few days' leave.

TWENTY-SIXTH SQUADRON (ATTACK): Lieut. Gates with Lieut. Brophy, of the 5th Air Park, made a cross-country flight to Laredo, Texas, on November 13th, returning the following day. Rain began to fall early in the morning and continued throughout the day. The weather was cold and the flying field heavy with mud, which made taking off somewhat difficult. Laredo was reached without mishap, where the night was spent. The weather conditions were much improved and the return trips made without incident excepting that the fliers being inconvenienced by the cold.

Lieut. O'Connell, accompanied by several other officers of the group, went on a hunting trip to Cotula, Texas. Using a GMC truck, the destination was reached without trouble, and quite a large amount of game secured. On the return trip a severe rain storm was encountered, which delayed their return until the following day. During the night their positions were very unpleasant, as the rain fell heavily and the water rose within an inch of the truck seats, causing the party to perch upon the seats throughout the entire night. In the morning it was essential for them to swim to safety. After the water had subsided, the truck was pulled from the mud and the return to Kelly Field completed.

A new player piano has been purchased and placed in the squadron recreation room, where it has proved a source of much enjoyment to those musically inclined. During the afternoons and evenings, the old soldiers entertain the younger ones with a deep baritone of continuous grouls.

EIGHTH SQUADRON (ATTACK):

We invite all members of this field to visit the recreation room of this squadron. The men all contributed, and the transformation finds us with one of the best, if not the best place in the Corps Area for the men of this organization or any other to drop in and forget their every day duties or unpleasant details. Dissatisfaction and general unrest in the squadron are conspicuous by their absence, and nothing but contentment permeates the 8th Squadron. We

attribute this to the fact that those who were responsible could see beyond tomorrow and the men came forward with their donations and help put it over.

It is rumored that we are to lose two of our officers, Lieutenants Crocker and Selzer. The rumor was that they are to go to Panama for a tour of duty. Of course, it being only a rumor, 'tis hoped that they will be permitted to remain in the 8th and that the "rumor" is without foundation.

If this cold weather doesn't leave us soon, we suppose that some of the men will migrate further south. A glimpse of the sun would have a tendency to dispell some of the gloom that hangs over the field and leave every one in fine spirits (not fermenti) again.

AIR PARK NO. 5 (ATTACK): Lieutenant-Colonel Culver, Air Officer of this Corps Area, accompanied by mechanic, returned from a cross-country flight to Post Field, Okla., November 10th. The return trip was very disagreeable, due to strong winds, but otherwise uneventful.

Lieut. Larson, Commanding Officer, with Staff Sergeant Williams as passenger, made a cross-country flight to Ellington Field and return on Nov. 11th. The flight both ways was made in five hours without mishap.

TENTH GROUP (SCHOOL)

Due to the rain, fog and mud during the entire past week, operations were practically at a standstill. Flying was attempted on Thursday afternoon, but a steady rain began and flying had to be discontinued.

CADET DETACHMENT: The past week offered plenty of opportunity for those who may have been growing stale in flying to recuperate. For rain practically made flying impossible. Every night the cadets go to bed hopeful, only to arise the next morning to the tune of the pattering rain drops. "Rainy day" schedules, including lectures, as well as work on the miniature range, have been the order of the day. The pursuit students have managed to sandwich in a couple of trapshoots during the short dry periods, but indoor work constituted the greater part of the program.

Work is progressing nicely on the Cadet Detachment's class-book, which is to serve as a modest reminder to us after we have been discharged, of the happy days spent at Carlstrom, Post, Ellington and Kelly Fields, and it is shortly expected to have copies of it in the hands of all cadets. Although it is to be small (36 pages) every effort is being made to produce a book of the very best quality. Individual autographed photographs of every graduating member of the Detachment will be included, as well as a history of the class, a page of "Memories" and a page dedicated to the memory of the three cadets who left us in the regrettable accident at Brooks Field, on the 28th of June. Altogether, we hope to have a class-book to be proud of.

Kelly Field, San Antonio, Tex., Nov. 25.

FORTY-FIRST SQUADRON (SCHOOL): Operations were a bit dull during the last week, due to inclement weather the first four days. We are making up for lost time this week, as all the ships which are in commission have been flying from one to six hours daily.

Lieut. Johnson with a mechanic from this Squadron, made a cross-country trip to Victoria, Texas, for the purpose of mapping air routes and landing fields, to be used by student officers and cadets in their cross-country training to begin next week.

FORTY-SECOND SQUADRON (SCHOOL): There has been much flying this past week, as every one is anxious to get in all the flying time possible. Flying hours have been extended from 4:00 P.M., ^{until 4:30 P.M.} and quite frequently of late a detail of men are necessary to be on duty after supper to take care of ships returning from missions. The morning drill period has been discontinued, in order to have the ships on the line with the least possible delay.

Capt. Frank H. Pritchard made a cross-country flight to Post Field, Fort Sill, Oklahoma, on Saturday, November 19th, and returned Sunday, Private Call of this organization acting as mechanic.

Lieut. Paul T. Wagner, in addition to his other duties, has been appointed range officer until the completion of the present course of instruction, which in all probability terminates December 15th.

Two recruits were assigned to the organization - while three men were honorably discharged. The present strength of the Squadron is 4 officers and 103 men.

PHOTOGRAPHIC SECTION NO. TWENTY-TWO: The Section has been quite busily engaged in Pistol Practice this last week. The men of the section have been firing with the 13th Air Park, and some very good scores were made.

Photographic work has been rather slack, due to the bad weather conditions, but with the resumption of clear weather a number of important missions will be accomplished.

FORTY-THIRD SQUADRON (SCHOOL): Early flying was started this week to enable the students to get in as much flying time as possible, as the present class is due to end within three weeks. The program consisted of transition work, test flights, formation flying, acrobacy, and biplane attack. Cross-countries were made by Lieuts. Johnson and Cannon to Ellington Field, Georgetown, and Sabinal, Texas.

ENGINEERING OFFICE: Operations and training for the past week were carried on successfully, with no accidents, and consisted chiefly of Bombing at Camp Stanley by cadets and students officers. The eight planes in commission made 160 trips and dropped 640 bombs.

The Martin Bomber received from Langley Field has been shipped to the San Antonio Air Intermediate Depot for general overhauling.

AIR PARK NO. THIRTEEN (SCHOOL): This organization has been on the range for the past week and some of the men have made very high scores. We hope to be able to hold the record for this field after we finish our course.

THIRD GROUP (ATTACK)

GROUP HEADQUARTERS (ATTACK): Very little flying was participated in during the past week, due to rainy weather and muddy field.

Two formations, one consisting of three and the other of five planes, were furnished by this group to fly over the M.K.&T. Depot, at San Antonio while Major John L. Hines left the city for his new station as Chief of Staff, in Washington, D. C.

Major L. G. Hefferman has been relieved from duty with this group and assigned as commander of the 12th Squadron at Fort Bliss, El Paso, Texas. It is interesting to note the fact that Major Hefferman was the first commanding officer of the 12th Squadron during the time of it's organization, as shown by the following taken from the opening paragraph of a history of the 12th Squadron "The Twelfth Aero Squadron was selected by Captain L. G. Hefferman from among about five thousand aviation recruits being drilled in provisional training companies at South San Antonio, Texas, in the spring of 1917. These 150 men, selected for their mechanical ability and experience, formed "H" Company in the school. On June 22, 1917, "H" Company formally became the Twelfth Aero Squadron and moved to the field later to be known as Kelly Field.

NINETEENTH SQUADRON (ATTACK): On Wednesday, November 22nd, Captain Hayes the Squadron Commander, with Master Sergeant Kolinski, made a cross-country flight to Cotulla, Texas, and returned the same day.

Major Reynolds of the Attack Group, Major Brailsford, Medical Department; Captain Berman, Post Adjutant, and Lieut. Day, Air Park No. Five, made flights from this organization, testing alignment of airplanes and navigation instruments, during the past week. On the 23rd formation flights were made by pilots from this squadron.

The Squadron School, conducted by Sergeant Kolinski, in airplanes, motors, trouble shooting on the line, etc., is advancing with better results than expected. The Sergeant has outlined an examination in various subjects, that requires the men to spend their evenings piking and delving into books on airplanes, causing much interest amongst the entire enlisted personnel of this squadron.

Several instruments have been added to the comforts of the recreation room, which makes members of this command feel proud to invite a friend to their day room. First, a new piano was purchased and the men were so enthused that one can imagine the hours this new piano put in. A week or so later, Private Conrad installed his large Radio Receiving set, with a Magnovox attached. The first concert received was from Kansas City. Practically all the enlisted personnel from the Attack Group came into our recreation room to listen to the nightly concerts received from the various cities.

TWENTY-SIXTH SQUADRON (ATTACK): Lieut. Gates left Kelly Field November 22nd for Laredo, Texas, and returned with Captain Murphy as passenger. At the time of leaving the flying field was in good shape for taking off, but the weather was a little cold and cloudy.

Lieut. O'Connell, with Sergeant Jamison as passenger, left Kelly Field November 21st on cross-country for the purpose of locating a place for a hunting trip later on. A location was picked near the town of Crowther, and the return trip to Kelly Field made the same evening.

THIRTEENTH SQUADRON (ATTACK): Lieut. Wheeler made a cross-country to Laredo, Texas, the 21st. He returned with Private Carrow as passenger, who has been stationed at the Laredo station as one of the caretakers.

Approximately six hours were flown on the 22nd with XB1A planes by student officers and cadets from the Air Service Advance Training School.

EIGHTH SQUADRON (ATTACK): At last weather conditions have changed for the better and we have ^{had} opportunity to get in some flights. Old Sol certainly looked good after the few days of A.W.O.L., and we sincerely hope that he will decide to remain on duty.

The construction of board walks between the mess hall and the barracks is a welcome addition to all concerned, especially the Mess Sergeant.

We do not want to appear in a boastful mood, but the compliment of Lieut. Hodge, of the Office of the Chief of Air Service, that the 8th was the best organization he had ever inspected, was appreciated by all. Our barracks and mess hall are open to inspection at all times.

AIR PARK NO. FIVE (ATTACK): Lieut. Larson, the organization commander, using a DH4B plane, with mechanic as passenger, made two cross-country flights in the past week, one to Altair, Texas, and one to Garwood, Texas. The landing gear was cracked on the first trip but the second was made without mishap.

Technical Sergeant McDaniel (ASORC) of the organization, with a mechanic, made an endurance test November 22nd. A regular type DH4B, which had attracted considerable attention on account of its unusual low gas consumption, was used. With a full main tank and reserve tank he took the air at exactly 12:00 noon. The engine was throttled to 1450 RPM and at 4:10 began to misfire, the reserve tank was immediately turned on and a landing made. The engine ran four hours and ten minutes at 1450 RPM, consuming approximately 23-1/7 gallons of gas per hour.

Mitchel Field, New York, for the week ending November 18.

Mitchel Field had the honor of entertaining two General Officers last week. Brigadier General William Mitchell, Asst. Chief of Air Service, arrived by airplane from Bolling Field, D.C., via Aberdeen Proving Ground, Md., at about 4:30 P.M. ~~Page~~ Thursday, November 16th. Several motion picture camera men were present but lateness of the hour of the General's arrival prevented the making of any pictures for the various new reels. General Mitchell inspected the command, who were assembled in front of the ships of their respective organizations. A demonstration of the standing airplane drill was also given.

Major General Robert L. Bullard, commanding the 2nd Corps Area, made an inspection of the command and of the Post on Saturday Morning, November 18th. As part of the inspection the troops were put thru a Battalion drill. The General evinced considerable interest in the polo fields now under construction on the North side of the reservation. Classes in equitation are now being held at the Post among the officers, and Mitchell Field looks forward to the development of a strong Polo team.

Several labor saving devices are now under construction at Mitchell Field with a view to releasing a maximum number of men from routine ^{fatigue} duty, in order that their services can be utilized on the flying field in work that will be of greater benefit to the Government and to the individual soldier. First among these is a coal trestle under construction beside the boiler house. Practically all buildings at Mitchell Field are heated from a central heating plant, and in cold weather it necessitates the hauling of a considerable quantity of coal. Normally it requires a daily detail of fifteen men and two motor trucks or five animal-drawn wagons. Formerly the coal was dumped from the cars in a coal yard, loaded on trucks and then unloaded at the boiler house. This requires three separate operations. The work in itself was disagreeable and not conducive to high morale where the detail extended over any considerable period.

Under the new system the coal cars will be dumped on a trestle immediately beside the boiler house. The only labor involved will be one man with a horse drawn scraper who will pull the coal from under the trestle in order that a sufficient quantity can be unloaded at one time.

Kitchen Police, probably the most disagreeable and least instructive work that enlisted men are called upon to perform, will be reduced to an absolute minimum when the consolidated mess, now nearing completion at this station, is put into operation. The consolidated kitchen is located in the rear of the warehouse occupied by the commissary. This fact alone eliminates the necessity of transporting the food supplies to the four mess halls now being maintained at various parts of the Post. The consolidated mess hall is housed in an adjoining warehouse with a floor level, covered passageway connecting the two. All food supplies will be received from box cars on the railroad siding at the commissary platform, and without being carried over seventy feet and without changing level will be issued, prepared and consumed. This eliminates all post transportation, so far as messing facilities are concerned, and even reduces transportation in the matter of the collection of refuse.

Every modern convenience will be installed in the kitchen, such as automatic dish washers and dryers, potato peelers, steam cooking and warming tables etc. It is conservative to say that this arrangement will release at least half of the men now employed in mess halls, including cooks.

A particular advantage of a consolidated mess is that each organization will receive the same food, and there can be no feeling that one organization is faring better than another. Another advantage is that the inspecting officer can devote more time to inspection and instruction where he only has to visit one mess hall, and for the same reason it is also possible for the Commanding Officer to give mess facilities more personal attention.

These and other labor saving devices under consideration will permit Mitchel Field to function with an efficiency only possible otherwise with an increase in personnel. They are particularly important, in view of the reduced allotment of personnel to this station and to the Air Service at large, and necessary if the intensive training is not to be curtailed.

It is worthy of mention that the coal trestle and the consolidated mess have been constructed with the use of practically no new material, without interfering in any way with the training schedule and almost entirely by soldier labor.

Crissy Field, Presidio of San Francisco, Cal., Nov. 20.

With the sailing of the CHATEAU THIERRY on November 25, Crissy Field will lose its former Flight Surgeon, Capt. A. W. Smith who proceeds to France Field, Panama. Lieut. A. G. Liggett and family will also sail on the CHATEAU THIERRY as far as New York, and will then proceed by rail to Selfridge Field.

Among the other commissioned personnel who will soon leave us are Lieut. W. R. Sweeley, who will go to Chanute Field, Rantoul, Illinois; Lieut. E. C. Kiel, who sails for the Hawaiian Department, and Lieut. H. A. Halverson, who will go to the Philippine Department.

The Commanding Officer, Major Geo. H. Brett, was visited this past week by Major Lewis E. Goodier, Jr., retired, who is one of the old army to become interested in early aviation and was retired prior to the war due to injuries sustained in an airplane flight. During the war Major Goodier returned to active duty and served in Washington, D. C. until he returned to his retired status. He is now a resident of California.

Lieut. Benj. S. Catlin, Jr., A.S., now on duty with the Organized Reserve, Nondivisional Group, Presidio of San Francisco, is a party to a recent marriage announcement of ^{which} some of us are recipients, the second party being Miss Olsen of Oakland.

Lieut. Lloyd Barnett, Jr. as pilot, and Private Lufkin as observer, made a flight in connection with the training problem of the antiaircraft battery of the Coast Artillery Corps, stationed in the vicinity of San Francisco, the results of which were most successful both from the Air Service and Coast Artillery standpoint.

First Lieut. Robert E. Selff, pilot, and Staff Sergeant W. L. Klutz, photographer, made a cross country flight to Marysville, Calif. for the purpose of photographing the terrain in the vicinity of the Marysville Buttes for the completion of an aerial mosaic previously started.

The Corps Area Air Officer, Col. W. E. Gillmore, proceeded west on a two months' leave. It is speculated that the main objective of this leave was to afford Col. and Mrs. Gillmore an opportunity of witnessing their son, Bill, participate in the Army-Navy game as the representative of the Army.

The recent arrival of the U. S. Transport "Thomas" at Fort Mason heralded the arrival of twelve Air Service officers from the Hawaiian Department, who are returning to the States for separation from the Service.

Capt. Lowell H. Smith, who for some time commanded the 91st Squadron, has received a transfer to Rockwell Field, Coronado, Calif.

Lieut. A. W. Marriner, now stationed at Rockwell Field, comes to Crissy Field through mutual agreement.

We had with us this past week, as a visitor Capt. A. D. Smith whose name no doubt is familiar to those of the Air Service.

Our new Flight Surgeon, Capt. J. W. Beeson, states that the re-breather outfit is practically installed and will soon be ready for the semi-annual 609 examinations.

Rockwell Air Intermediate Depot, Coronado, Cal., Nov. 18.

The Quail season having opened and the Duck season having been open for sometime, there is quite a bit of uncertainty as to whether we should spend our week ends rowing a boat and wading marshes, or tramping over the mountains and getting scratched with high brush. Last week end, Captain Randolph and Lieut. Seifert tried the former, after a trap shooting tournament at Calxico, and Lieutenants Vanaman and Marriner tried the latter. Both parties reported success in their endeavors.

The weekly Thursday party was a huge success, due mainly to the efforts of Lieut. Richter, the new Club Secretary. Captain Ervin celebrated a birthday on that day and the festivities were centered about him. He was presented with various and sundry presents of all descriptions, and was thoroughly surprised by the majority of them. Light refreshments were served, and singing, dancing and card playing were indulged in. Some of the guests, by confiscating one of Captain Ervin's presents, had a good golf game, with Tiddle-de-Winks. All in all the party was the most enjoyable we have had for some time.

The Quartermaster Corps Detachment entertained numerous friends and employees, Tuesday night, by a dinner and theatre party. The newspapers in reporting it, credited our good looking bachelor, Lieut. J. P. Richter, with a wife. He denies the assertion.

Lieuts. Vanaman and McCulloch, who have been ordered to the Philippines and Hawaii, respectively, have been spending their leave playing golf.

We have started a heavy drive on recruiting for all branches of the service. About seventy percent of the applicants for enlistments are for Air Service, which of course, is gratifying, but we need them for all branches.

Visitors who flew in during the week were Lieut. J. Morgan, from Mather Field, and Lieutenants Tompkins and Greene from March Field. We were also honored by a visit from Major H. L. Watson.

Rockwell Air Intermediate Depot, Coronado, Cal., Nov. 24.

Lieut. A. W. Marriner, our Miscellaneous Officer of all trades and local Caruso, has cleared the Post and will leave early Saturday morning on the first leg of his journey to his new station, Crissy Field. "Cy" is going to attempt the flight in his reliable old Essex, in the back of which will be loaded the Mrs.' wardrobe trunk and all of his lockers, suitcases, bundles and household effects. Mrs. Marriner has been "patiently" waiting at the Presidio for the Lieutenant ever since September. The change in station was worked by a mutual transfer with Captain Lowell H. Smith, who will report for duty here in the near future.

The local Recruiting Detachment is working hard and holding up their end of the game very well. Recruits come in every day and most of them are accepted.

Lieut. A. W. Vanaman, who has been ordered to the Philippine Department recently, closed a deal with Lieut. Webber for the purchase of Corregidor for the sum of one peseta. Also Lieut. McCulloch, our new Kanaka, bought "Diamond Head" from Lieut. Marriner for five cents. A number of profitable trades have been made between the local overseas detachment and the "has beens".

Recent visitors to the Field have been: Lieut. Dawson, O.R.C. from Crissy Field, Lieut. Tomkin from March Field, Lieut. Harris from McCook Field, Captain [unclear] from the Presidio, and Colonel Smith from the Presidio. Colonel Smith is in charge of all leisure activities in the Ninth Corps Area.

Sergeant Parshall, Quartermaster Corps, has just departed for his first tour of Foreign Service. The Sergeant, who has been a landmark at Rockwell Field for the past five years and weighs about three hundred pounds, is going to Honolulu to try the surf board riding at Wikiki as a weight reducer.

316th Sqdn. 91st Div. Air Service, Crissy Field, Nov. 14.

Armistice Day was fittingly celebrated by the Reserve Air Service Officers of the Bay Region. Together with two flights of the 91st Squadron, Crissy Field, a flight of Reserves, composed of officers of the 316th and 477th Squadrons, made up the Air Service Complement of the Review staged at Golden Gate Park by the Commanding Officer, Ninth Corps Area. A flight of five planes was planned, but at the last moment one of our old reliable Hiso's refused to "perk". A very good diamond was flown by the remaining four and, judging from the publicity given in the daily papers, a very good impression was made. The reserve activities here are gradually gaining favor with the papers and more generous items are being printed.

Immediately following the parade at Golden Gate Park, the flight, joined by the delinquent Hiso, flew to San Jose to participate in the celebration staged by the Veterans of Foreign Wars. A landing was made there, and the members of the flight were entertained at luncheon by the 440th Squadron and the V.F.W.

Returning from San Jose, the "old reliable" again balked, this time to such good purpose that the crew was compelled to return by Bus. Lieuts. Summerfield and Potter have let it be known that they would consider it an insult if offered Number 2 again.

The other Reserves who flew were Capts. Howard and Boggs (our latest Captain, by the way) to whom we are still extending congratulations), Lieuts. McDonald, Cavagnar and Stewart, all of the 316th, and Lieut. Pugh of the 477th.

On the following day, Lieut. Potter changed his mind and decided that he would go to San Jose and try #2 again. Captain Boggs flew him down in a DH, and between the two the jinx was lifted.

Lieut. Schick, 477th, was soloed Sunday, and Lieut. Donnels, attached to the 316th, practically completed his dual. At the rate they are progressing the Reserves will all be soloed, leaving little or no instruction work for the Regular Army instructor.

The much delayed buzzer table has been installed, and dots and dashes are flying around very merrily.

It is said that Lieut. Burdette Palmer made a very good showing at the review. He represented the 91st division, Air Service, on the ground.

Lieut. Owens came in from many miles up the Bay, but unfortunately there were no vacancies in the formation. Together with Lieut. Haines, of Santa Rosa, and Lieut. Pettis, of Ukiah, they form our most enthusiastic trio. Not less than five hours for any of them to reach Crissy Field.

Enlistments are coming in slowly, but that fact insures quality. Last Sunday the Aff Brothers signed up. One is an expert motor and machine shop man, while the other is a bear at Radio, - a fine pair to head some of the subdivisions of the squadron. The records of several other prospects are being looked up.

Kindley Field, Fort Mills, P. I., Oct. 1.

Major T. J. Hanley left for his new station, Camp Nichols, where he will assume command.

1st Lieut. Edwin Johnson, who has been sick in Sternberg General Hospital for the last month, was ordered back to the States on the October transport for further observation and treatment at Letterman General Hospital.

1st Lieut. W. C. Gabriel, who has been sick in Sternberg General Hospital, has been sent to Camp John Hay, at Baguio, He was accompanied by Mrs. Gabriel.

Kindley Field, Fort Mills, P. I., October 8.

Major Benjamin G. Weir, Air Service, who arrived in this Department on the "Logan", reported to this Field on October 5th and assumed command.

Captain G. T. Collar and 1st Lt. W. S. Gravely departed for their new station, Clark Field, Camp Stotsenburg, during the past week.

Flying weather was very good during the past week, and several officers visited Manila and Camp Nichols on official business via "H" boat rather than endure the three-hour boat trip. Captain Edwards and Lt. Palmer flew to Manila,

landing in the Port Area Basin on Wednesday. Friday, Captain Edwards and Lt. Creighton flew to Paranaque Beach to transact official business at Camp Nichols.

The announcement that "Movies" of the Bombing tests will be shown at the Topside Cine probably seems like "old stuff", after the expiration of a year and a half, but to our "exiles" such a picture is considered a new release. The Commanding General has requested all artillery officers to be present and, of course, all of us are polishing up our wings with the intention of being present to interpolate a few elucidating remarks, in order that our artillery friends may not miss any of the fine points.

Clark Field, Pampanga, P. I., Sept. 30.

Captain Junius Houghton and First Lieut. John H. Wilson, Air Service, reported at Clark Field during the week for duty with the 28th Squadron (Bombardment). Captain Houghton and family will occupy the quarters vacated by Captain Midcap, who recently departed for the Letterman General Hospital, while Lieut. Wilson was allotted for himself and family in the Cavalry Garrison on the Post. Captain Houghton will assume command of the 28th Squadron, relieving Lieut. Ronald A. Hicks.

First Lieut. Mark R. Woodward now occupies the Adjutant's office relieving Lieut. Pardy, who is to depart on a tour of the Southern Islands with his family.

Major Gilkeson, commanding the Field, was host at a delightful turkey dinner on Saturday, September 30. Those present were Captain and Mrs. L.N. Keesling, Captain and Mrs. Howard from the Cavalry Garrison, Lieut. and Mrs. E. L. Searl and Lieut. and Mrs. G. W. Pardy. Captain and Mrs. D.W. Bedinger and Mrs. Bartlett joined the party later for dancing.

The end of the week marked the announcement of organization of the tactical units which form part of the new provisional regiment. With this step flying, now reduced to a negligible amount, will be greatly stimulated, with the goal in view of several dozen planes being flown at all times. Ah! we need are planes, for with over 35 officers forming the flying personnel of the two squadrons there is no dearth of pilots.

Clark Field, Pampanga, P.I., Oct. 7.

Activities of the week opened with a Crash. Lieut. St. John, a recent arrival in the Department, experienced a little hard luck Tuesday when his motor, which had been behaving so nicely, suddenly decided to follow the trend of the Times and go on Strike. At an altitude of approximately 150 feet she cut out completely. As he was already beyond the limits of the Field, he evidently thought he would crack up if he landed straight ahead; so hoping the unavoidable could be avoided, he attempted to turn back to the field. Alas! we learn, or should learn, from the mistakes experienced by others. Lieut. St. John was lucky, suffering only a few miscellaneous bruises and a rather severe cut along the right side of his face. The plane was a complete wreck.

On Tuesday a bombing formation was flown over the airdrome. The following officers were pilots: Lieut. Baez, Batten, Johnson and Hicks with Captain Moore, Lieuts. Evans, Gravely and Wilson as bombers. The Target was located at the extreme East end of the Flying Field. Excellent results were obtained, and it is planned to carry on a program of bombing and aerial gunnery for a period of some few weeks.

Activities for the week totalled 89 flights of 29 hours 25 minutes duration.

Captain F. I. Eglin and Lieut. W.S. Gravely reported for duty on the 6th and 5th respectively. Lieut. Johnson with wife, left Friday for seven days' Detached Service at Camp John Hay, Baguio. Lieut. Pardy with wife and child, is now on Detached Service in the Southern Islands.

Camp Nichols, Rizal, P. I., Oct. 9.

The arrival of the transport this week caused the usual flurry in the military affairs of the Philippines, especially in view of the fact that the new department commander, Major General Read, arrived on this boat. A formation of five planes met the transport at the entrance of the Harbor, in honor of the new department commander. The fog and low-hanging clouds compelled the formation to fly almost on the surface of the water.

Major B. Weir and Capt. Eglin of the Air Service, arrived on the "Logan".

Major Weir, accompanied by Mrs. Weir, were the guests of Major T.J. Hanley, Jr., at Camp Nichols for a few days before proceeding to his new station, Kindley Field, Corregidor, where he is going to assume command.

Sixty-four A.S. enlisted men arrived on the transport and were sent to the Casual Barracks at Ft. McKinley, where they have been trade-tested by Lieuts. Aldrin and Norby, from this station, and it is expected that they will be assigned to their new Air Service Stations within the next few days.

The departure of 91 surplus men for Hawaii was the occasion of many moist farewells.

Tennessee National Guard Air Service, Nashville, Tenn., Nov. 27.

Simultaneously with the completion of our workshop and storage rooms comes the notice that our machine shop truck body is on its way complete with electrical appliances. Of all equipment recently shipped us this will be by far the most welcome.

Negotiations are under way with Colonel J.E. Slattery, Corps of Engineers, whereby landing fields will be put in at Eddyville and Canton, Ky., adjacent to the locks on the Cumberland River. These fields will not only add to our cross country work but will enable Colonel Slattery to make inspections of these locks in the minimum length of time.

Last week we put a six plane formation over town. It was a good one, even though we do admit it, and caused considerable favorable comment. Again yesterday we attempted to duplicate the feat of last week end, but a snow storm accompanied by a high wind chased us back to the field. Lately it has been so cold that we have been compelled to drain our radiators.

Before long it is our intention to have the Tennessee Central, Louisville and Nashville and the Nashville, Chattanooga and St. Louis railroads paint the names of towns on the roofs of their stations. It is not an easy job to put over and may necessitate several conferences with the railroad officials. It is thought, however, that this project can be put over.

Langley Field, Va., Dec. 9.

Since the completion of the joint test with Fort Monroe early last month, the Bombardment Group has been engaged in a course of training in tactical problems. Simulated long distance bombing raids have been made to points within a radius of 200 miles, under assumed war conditions. The practical objective, however, has been to perfect formation flying, under all weather conditions, and we believe the results secured have been excellent.

During the past week, Langley Field has sent a formation of D.H.'s to take part in the Army Day Parade at Baltimore, Md.

Brooks Field, San Antonio, Texas, Dec. 9, 1922.

Displaying an overhead and open field attack that was unsolved by their heavy rivals from the border, the Brooks Field Flyers took a hard fought game from the 5th Cavalry, the score 19-0. Stubborn resistance from the Cavalrymen proved of no avail, as Brooks playing the best game of the season, circled the ends for many yards, time and again. The passes practiced by the visitors were either grounded, or intercepted for good gains, by the speedy backs of the Flyers. Brooks scored at the end of the first quarter, on a recovered fumble by Davidson, and a pretty fake by Rouhier, which was good for twenty yards and a touchdown. Tompkins failed to kick goal. The second quarter was featured by a sixty-five yard return of a punt, by Stowe, and it was in this quarter that the Cavalrymen showed their only successful attack. Short gains by George and Moy, netted two first downs, but they ended there, and were forced to kick the period, ending with the ball in midfield. Brooks kicked to the 5th. in the second half, and they made first down, but the Brooks line smothered all attempts at another first down, and they were forced to kick. Brooks lost the ball on a fumble, but intercepted a pass that was good for thirty yards. A pass on the next scrimmage, Tompkins to Kirlin, put the ball over for the second touchdown. Brooks made the final score of the game on a pass from Tompkins to Terrel, catching the Cavalrymen asleep. The game was featured by the offensive work of Kessler, Selso, Goddard, Rouhier, Tompkins, Terrel and Kirlin, who displayed an offensive attack that proved the undoing of the Cavalry. The line of the Flyers, staged an unbeatable defense, featured by many tackles by Brown, Kessler, Trees, Davidson and Watkins, that were good to look at. The Cavalrymen made six first downs to the Flyers ten. The

Flyers completed six passes for good gains, to the Cavalrymen's nose. Terrell's run for 55 yards from under his own goal, was a feature.

Scott Field, Belleville, Ill.

Information received from Washington states that the following officers, stationed at Ross Field, have been ordered to report for duty at Scott Field; Col. Theodore A. Baldwin, Jr., Captain Garth B. Haddock, Captain Chas. M. Savage, Captain Earl S. Schofield, Captain Henry C. White and 1st Lieut. Harry G. Montgomery. These officers will leave on army transport from San Francisco, going by way of Panama Canal to New York City, and thence to their new station at Scott Field.

Mr. E. D. Daley, Secretary of the Belleville Board of Trade, addressed the officers of Scott Field at officers' call on Nov. 23rd, and brought out the fact that the professional and business men of Belleville are deeply interested in this post and desire to cooperate in bringing the members of this command into closer touch with the citizens of Belleville. He also stated that the Board of Trade, as an organization, desires to assist in every way in its power in making conditions pleasant for every member of the command.

Athletics at Scott Field have occupied a large place in the interests of the command. The football and basketball teams have been doing remarkably good work. The games played with nearby colleges and other civic organizations demonstrate the fact that the Air Service post can still put out a formidable machine. With Captain J. C. Friteche, D. C., Lieut. Arthur Thomas, A. S., and Lieut. J. A. Physioc, A. S., as coaches, the organizations of Scott Field have more than held their own.

On Saturday, Nov. 18th, the 24th Service Company went down to defeat at the hands of McHendrick College at Lebanon, Ill., with a score of 26th to 0. The game was played on a slippery field, and the Air Service visitors, not having webs between their toes, were at the mercy of the locals.

The crack team of the 9th Airship Company, on November 19th, played the unbeaten team of the Young Men's Hebrew Association of St. Louis to a 6-0 tie. The game was hard fought throughout and, although the Air Service visitors had the edge on the locals, they were unable to cross their opponents' goal line.

Mrs. L. T. Miller with her children, Mary and Tom, arrived at Scott Field on Saturday morning, Nov. 18th, to join Capt. L. T. Miller, after spending several months at Marietta, O., visiting friends and relatives.

Lieut. G. E. Hodge, on duty in the Office, Chief of Air Service, Washington, visited Scott Field on official business. He found the Balloon and Airship School at the post operating in a very satisfactory manner, and is well pleased with the condition of the post in general.

A number of the officers of the post were present at the University Club in St. Louis on Saturday afternoon, Nov. 25th, to hear the radio reports of the Army and Navy football game at Philadelphia. A miniature football field was displayed showing the position of the players, and each move was registered as it took place.

The Special Membership Committee of the St. Louis Chamber of Commerce spent the afternoon inspecting the Air Service Balloon and Airship School. The committee visited the field at the special invitation of Major John A. Paegelow, Executive Officer, and with the reception committee as guides the St. Louisians were conducted through the class rooms of the school, receiving interesting lectures en route on the methods and means of training balloon and airship pilots. From the class rooms the visitors were taken to the new airship hangar, where they inspected the airship A-4 and the Pony Blimp. The Committee left Scott Field at 4:30 p. m., expressing the interest of the St. Louis people in aeronautics, and in the activities at Scott Field in particular.

An elaborate tea and reception, attended by more than 150 guests, was recently given at the Officers' Club by Captain and Mrs. Fabian I. Pratt in honor of Captain and Mrs. Don F. Pratt, 3rd Infantry, Fort Snelling, Minn. The Club was decorated for the occasion with large yellow chrysanthemums and palms. Dainty refreshments in the form of chicken sandwiches and tea were served the guests, while the Miss James Orchestra poured forth delightful music for their entertainment.

Information Division
Air Service

January 23, 1923.

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 26, 1923.

A LEAF FROM A PILOT'S DIARY.

Picking up a Pilot's Book belonging to one of the Air Service officers stationed in Washington, we find therein quite a number of interesting incidents recorded, chief among which being a description of a cross country flight from Kelly Field to Dallas, Texas, which culminated in his landing in darkness, and the observations he makes as a result of this flight. Fortunately, he suffered no injury through this landing and his plane was only slightly damaged.

Leaving Kelly Field at 4:05 p.m., he passed Austin at 4:55, Bosque at 6:05 and Hillsboro at 6:15 p.m. Due either to the compass sticking or the fact that he mistook the N for an E on the compass, he lost his way and arrived at a little town, probably Ennis, at the time he should have reached Dallas. Climbing to an altitude of from 12,000 to 14,000 feet he picked up Dallas and Fort Worth at a distance slightly west of north from where he then was. Upon approaching Dallas he headed down under power at a speed of about 120 miles, in order to be on time for a dinner engagement. Just southeast of viaduct he ran out of gas and tried to turn on the emergency tank, which failed to function. He then turned back on the main tank and found that he had drained a little gas out of the main tank and the motor picked up for a short while.

He decided that he would reach Love Field all right, and did not land at McGraw's field as he intended to do when the gas first ran out. This last power continued but a short time. When about over the river the propeller stopped in the air and there was no possible chance of starting it. He thought at the time that he might possibly reach the flying field, but upon reaching a point about two miles from the field he had only about 1,000 feet altitude, and so picked what appeared to be the best landing field ahead of him, being afraid to try to turn and make the field he had already passed over.

Stalling in over some trees and dropping the plane from a height of about six feet, he bounced and rolled through a fence, which he had not seen from the air, and stopped in the next field. The plane did not nose over, but the entering edge of the lower right wing, just outside of the aileron pulley, was broken, this due to striking a small bush in the fence. The spreader board was broken on striking a fence post, also the trailing edge of the lower left aileron, and the propeller was scratched when it caught the upper strand of the barb wire fence.

The following day he put an emergency patch on the broken part of the lower right wing, cleaned out the gas line thoroughly and flew to Love Field, the plane handling well in the air. Upon investigation it was found that only about one gallon of gas was in the emergency tank, this in spite of the fact that the pilot had seen gas coming out, a few drops at a time, from the overflow pipe just before taking off. The above was probably due to the air in the top tank becoming warm after the plane was rolled out of the hangar. These few drops probably condensed in the overflow pipe.

COMMENTS ON THE FLIGHT.

1st. I forgot my map and thought I knew the country well enough without one, but find that one should never travel without a map.

2nd. Was very careless about being sure of my direction. A pilot should never become careless on cross-country flying about maintaining his dead reckoning. The hardest time of the day to find one's way about is the period just after sunset, when the sky is still bright but the earth is in darkness.

3rd. When a pilot thinks that it may be possible that he will be in the Air after nightfall, he should carry a small pocket flash light to assist him in reading his instrument board, in case same is necessary, and for the purpose of reading his map.

4th. The visibility below 2,000 feet was very poor. To get away from the force of a head wind to gain time was flying at an altitude of about 200 feet and could see nothing of the country.

By the time the sun disappears below the horizon, pilot should fly at an altitude where the visibility is best. Would say at least 5,000 feet, though in Texas on clear nights ten or twelve thousand feet are not too much.

At night a large city is visible, due to the illumination, at a much greater distance than it is in the daytime. It appears from 25 to 50 miles away, depending on the clearness of the atmosphere, as a dimly illuminated area. A small town is not visible at such a great distance and when seen will shortly thereafter appear as a brightly illuminated area and will a little later show individual lights. A large town will, for a period of ten or fifteen minutes while approaching it, closely resemble a section of the Milky Way.

Pilot should check very accurately the time of passing each town, and a variation of 2 or 3 minutes from the expected time should arouse his suspicion; also an apparent change in the wind direction should be cause for uneasiness.

At night when a pilot has decided that he is lost, he should circle over some object while he is attempting to locate himself; continuing to fly in what is known to be the wrong direction really makes matters worse. A good plan, after it is found that it is impossible to locate the original destination is to fly low and pick out what appears to be a good field, flying over it several times at a low altitude to be sure that there are no obstructions. If the light from the exhaust in any way hinders vision, place the plane in a proper location for landing and cut switch. Pilot should be sure to allow sufficient distance before striking ground, to be sure that his eyes have become accustomed to the darkness. Distance can be more accurately judged and small objects on the ground can be more easily distinguished than when the lights from the exhaust interfere with the pilot's vision. The foregoing is based on the assumption that the plane is not equipped with wingtip flare.

ARMY AIRMEN STRANDED IN WILDS OF TEXAS. ✓

Proceeding from Kelly Field, San Antonio, Texas, in a DH4b-1 airplane to assist in the search for Colonel Marshall and Lieut. Webber (the two officers who left in an airplane on December 7th from San Diego, Calif., bound for Tucson, Arizona, and who have not been accounted for up to this writing), Lieut. W. T. Larson, pilot, with Private Cassesse, his mechanic, had a rather "interesting" experience, one tending to show that, unless your motor behaves, flying along certain parts of our Southern frontier is not altogether a delightful occupation.

When about thirty minutes out of Kelly Field, the oil pressure dropped to zero and a landing was made ten miles south of the southern end of Medina Lake. The necessary repairs were made, and within about half an hour the pilot took the air again. The motor functioned nicely for an hour and a half and then began to knock so it could be heard above the roar of the exhaust. A glance at the terrain the pilot was flying over brought the exclamation "Buckle your belt tight, for in a minute there is going to be a crash". Nevertheless, the pilot made every effort to prevent an accident, and another successful landing was immediately made in a very small field; the only one in a radius of about ten miles. An inspection of the motor showed that a bearing had burned out. All the pilot and mechanic knew about their location was that they were about forty miles northwest of the nearest railroad. The plane was securely staked down and the long hike across the Texas canyons began. After about 24 hours, the hikers came upon a trapper, who went with them to a ranch house. The night was spent there, and early the next morning the rancher carried them in a Ford to Comstock, a town on the Southern Pacific Railroad. A "bus" was boarded there and the "grounded airmen" went to Del Rio, where a train was taken for San Antonio.

CORPS AREA COMMANDER INSPECTS KELLY FIELD

Major-General E. M. Lewis, the new Corps Area Commander of the 8th Corps Area, recently completed the annual tactical inspection of Kelly Field, San Antonio, Texas. The planes of all the squadrons were on the line. After the organizations of the field were inspected, all of the troops passed in review. They then immediately proceeded to their respective hangars for the purpose of starting the ships off. Planes of the 3rd and 10th Groups took off in formation, and after circling the field passed in review. At the moment of passing the reviewing stand the ships flew at an altitude of 50 feet

from the ground. The Martin Bomber led the procession, followed by the G.A.M. of the 3rd Group, and then a formation of Spads. The 10th Group DH's passed in a large formation, followed by the 3rd Group DH's in formations of five each.

Immediately after the review of the troops and preceding the aerial review, Master Sergeant Bottriel, of the 8th Squadron, made a parachute descent. Lieut.-Col. J.E. Fechet, Chief of the Training and War Plans Division, Office of the Chief of Air Service, was present during the inspection. Many complimentary remarks were passed by the Corps Area Commander upon the orderliness, cleanliness and general sanitation of the entire field.

STUDENTS FINISH GROUND SCHOOL COURSE AT PRIMARY FLYING SCHOOL.

The four months' ground school course for student officers and cadets at the Air Service Primary Flying School, Brooks Field, San Antonio, Texas, ended December 20th. A total of 122 cadets and 32 student officers started the course in September. All the student officers, with the exception of one, who resigned, successfully completed the course. Forty-one cadets were "found" and relieved from training. Actual flying training of the 81 cadets, 38 student officers and eighteen National Guard Officers commenced on January 2nd and will continue until graduation on May 30th. A force of twenty dual instructors will be required to instruct the class. Sixty odd Curtiss JN6's have been received from the San Antonio Air Intermediate Depot for dual instructing, which will be equally divided among the three stages. Each student will be given approximately 70 hours of flying, and the following maneuvers will be taught: effect of controls, flying straight, flying level, gentle turns, glides, eights, stalls, take-offs, landings, taxiing, forced landings, climbing turns, eights (steep), spirals, wing-overs, 360 degree turns, 180 degree turns, "S" landings, skid markings, loops, reversements, vertical reversements, barrel rolls, cross-wind landings and take-offs, sideslip landings, front seat flying, cross-country flying, formation flying, night flying, and transition to service type planes. All students will be required to pass a rigid test, and those lacking in flying capabilities will be relieved from training. Students of mediocre ability will not be permitted to graduate.

BROOKS FIELD CROSS-COUNTRY FLYERS RETURN SAFELY.

Brooks Field personnel felt that they had a special occasion for rejoicing this Christmas over the safe return of the San Diego cross-country flyers - Major Ralph Royce, Commanding Officer; 1st Lieut. John D. Corkille, 1st Lieut. R.M. Webster and Sergeant Richard E. Long. This trip, which was taken primarily for cross-country practice, turned from a semi-pleasure jaunt into a rather serious undertaking. Two days after reaching San Diego, these officers, together with Captain Charles E. Rust and 1st Lieut. C. McMullen, who were also of the flight, were ordered to assist in the search for Colonel Marshall and Lieut. Webber. They continued on this search for ten days, Major Royce and Lieut. Webster flying patrol from Rockwell Field; and Lieut. Corkille and Captain Rust flying over desert and mountains, using Ajo, Nogales and Yuma as different bases of operation. Captain Rust and Lieut. McMullen were delayed in San Diego for the purpose of having their motors overhauled before returning to Brooks Field.

FREE BALLOON FLIGHT FROM SCOTT FIELD

A 35,000 cubic ft. free (spherical) balloon filled with hydrogen gas took off at Scott Field recently with five officers in the basket. After traveling three hours and five minutes in the air it landed at Vernon, Ill., some 55 miles away from its starting point. The airship A-4 followed the balloon and brought the passengers back to their station.

Leaving Scott Field at 9:30 a.m., with Colonel Chalmers G. Hall, Commanding Officer, as pilot, and Lieuts. C.M. Savage, E.S. Schofield, H.G. Montgomery and J.A. Physioc as passengers, the balloon headed northeast, flying at an altitude varying from 400 to 1300 feet. After flying over the terrain in such fashion for several hours, the pilot decided to make a landing. The balloon was brought down at 12:35 at Vernon, Ill., and deflated. The balloon and equipment were shipped back to Scott Field by rail.

The Airship A-4 left Scott Field at 1 p.m. to bring back the occupants of the balloon, landed at Vernon at 2:45, picked up the free balloonists, and returned to the field at 4:30. Lieut. O.A. Anderson was pilot of the A-4 and

Sergeant J. Brasty, engineer.

THE SEARCH FOR THE LOST FLYERS ✓

The following covers in a general way the activities of the 12th Squadron (Observation) during the search for Col. F.C. Marshall, Cavalry, and Lieut. C. L. Webber, Air Service. All telegrams and other data received by the Operations Officer of the Squadron at Tucson were turned over to Colonel E.B. Winans, Cavalry, upon his assumption of command of the search.

The morning papers of Friday, December 8th, carried an article that Colonel Marshall and Lieut. Webber had failed to report their arrival at Fort Huachuca upon completion of a flight contemplated to terminate at that station. The Squadron made it known to the Commanding General of the First Cavalry Division and the Air Officer of the Eighth Corps Area that it had available five planes and six pilots to aid in any search that might be made for the two officers.

On Friday afternoon orders were issued to the squadron to prepare for an airplane search and to carry in each ship two days' rations for four men. On this same afternoon the squadron was notified by Division Headquarters that it would assist in the search. Being late in the afternoon the command could not have gotten to any distance before darkness to be of any assistance.

On Saturday, at 6:45 a.m., five planes, manned by Major Hefferman, Lieuts. Knapp, Chennault, Liebhauser, Hill and Sullivan, of the Air Service, took off for Tucson, and landed there at 10:10 a.m., without any intermediate stop. They found on the field two planes from San Diego. With these two planes and the five from the 12th Squadron, a search of the country on a twenty-five mile strip between Estrella and Red Rock, Arizona, was made on the afternoon of the 8th. On the same afternoon, through the kindness of the Southern Pacific Railroad, all stations between Yuma and Tucson were requested to state whether or not they had seen a plane on December 7th and, if so, the direction it was flying and time seen. Advices from Tacna, Walton and Yuma reported a plane about 11:00 a.m., the time schedule. These reports were taken as true. Telephone calls were also made to interior places south of the Southern Pacific Railroad, also landings made near Jackrabbit Mine south of Estrella and Golden Palisades. At these two points reports of seeing the plane about 12:00 noon were testified to by at least three parties. On the same afternoon Captain Erwin landed from San Diego. He stated that it was discretionary with Lieut. Webber as to whether a landing be made at Fort Huachuca or Nogales if Tucson was not reached by noon. Therefore, routes from Golden Palisades to Fort Huachuca and Nogales were decided to be searched. Pilots were instructed to land wherever possible and question closely every rumor.

On December 11th a well founded and apparently true report showed the plane to have gone as far as Boboquivari peak and then north and northeasterly toward Tucson, turning near Tucson towards Fort Huachuca. From December 11th to the termination of the search, this command searched the line from Golden Palisades in Mexico, then north in the Santa Rita, Empire, Whetstone, and Patagonia Mountains, laying stress on the very rugged and formidable tops and eastern slopes of the Santa Ritas. These latter mountains, it is believed, would surely cause loss of life if the motor happened to be missing, as strenuously testified to by the report received near Sahuarita on the Tucson and Nogales road.

Every little clue was followed. The above reports were considered the main clues and followed as such. Full hearted sympathy was expressed and shown in the actions of all pilots from this command, and all mental and moral force capable by each individual pilot and mechanic. There was never a motor miss, which testified to the care the planes of the command received. No mission assigned to pilots was left unaccomplished. Every effort put forth by the command was assisted by authorities in Tucson, in particular by Mr. Hyder, Secretary of the Old Public Club, the Division Passenger Agent of the Southern Pacific Railroad at Tucson, and Mr. Haynes of the Standard Oil Company.

Although unsuccessful in finding the unfortunate officers, the command did its duty, taking all chances necessary, covering all country necessary within a 125-mile radius, and the only mishap of this search was a broken propeller and one wing to the ships.

The Commanding Officer of the flight desires to mention the well performed duty of the junior pilots and the devotion to duty shown by the following enlisted men: Sergeant F.O. Tyler, Sergeant Henry Williamson, Sergeant

F. I. Pierce, Corporal Arthur E. Johnson, Corporal Lee E. Willcox and Technical Sergeant E. F. Nendell.

The command flew during the hunt a combined time of 226 hours and 45 minutes, making 148 landings. This amounts to a distance flown of approximately 22,600 miles. The time of the pilots from Kelly Field is not counted in this computation. One minor crash occurred on December 12th, due to landing in a small rough field at San Miguel, Arizona.

The following was received from the News Letter correspondent at Rockwell Field, Coronado, Calif., in connection with the search for the missing flyers:

The holiday spirit has been greatly marred here on account of the loss of Lieutenant Charles L. Webber, who left this field at 9:45 on the morning of December 7, 1922, for Fort Huachuca, Arizona, with Colonel Francis C. Marshall, Assistant Chief of Cavalry, who was making an inspection trip of the Cavalry posts and camps in this vicinity, as a passenger. Lieut. Webber piloted a DeHaviland, No. 62780, and, as far as is known here, only had a small thermos bottle of coffee and some sandwiches with him for the trip, which, under ordinary conditions would have been enough, as he would have reached his destination in time for late lunch. However, at a late hour that night (December 7th) word was received here that he had failed to arrive at Fort Huachuca, and much anxiety was felt among his many friends here as to his safety, and the next morning (December 8th) a search was started from this field which ended in one of the greatest man-hunts ever staged by the Air Service. Rockwell Field, on the morning of December 8th, sent out all the available pilots and planes it had, and these were later joined by air forces from El Paso, Brooks Field, Crissy Field and Kelly Field; also a flight from the Naval Air Station at North Island.

The country from San Diego east and south was systematically searched by some of the best pilots and observers in the service, some of them having been on Forest Patrol and Border Patrol duty, thoroughly understanding the nature of the country and the flying conditions they would meet, but without results. By Thursday, reports were coming into these Headquarters from various points along the air-way between San Diego and Tucson, Arizona, stating the Army plane had been seen over this and that place at different times on December 7th, some reporting they were sure that the plane was an Army plane and the engine was missing, while others reported a plane flying low over the mountains. All of these various reports were checked up, but no information was gained which would throw any light on the missing plane, and after two weeks of flying over some of the roughest country in the United States, the search was called off, so far as airplanes were concerned, but a search is still being conducted by the Cavalry through the hills and mountains between San Diego and points east and south.

Up to the date of this letter, no word has been received and all hopes of finding the bodies of Colonel Marshall and Lieut. Webber are fading fast. Search has been conducted from the Mexican Line into the desert country of Lower California, to the Gulf of California into the desert of which Colonel Bishop and Major Robertson were lost in 1916. Lieutenants Connelly and Waterhouse were also lost in this part of the country, it being some weeks before their bodies were recovered.

Major T. C. Maccauley, U.R.C., volunteered his services and made a very careful search through this part of Mexico, he being familiar with the flying and geographic conditions, but was unable to find any trace of the missing plane.

A cross country flight from Brooks Field, Texas, consisting of Major Ralph Royce, commanding, Captain C. E. Rust, Lieutenants J. D. Corkille, R. M. Webster, C. McMullen and an enlisted machinist, landed here on December 7th, and were pressed into service the next day in connection with the search. These pilots have all returned to their station at Brooks Field.

While the loss of Colonel Marshall is keenly felt among the officers and men of this field, the loss of Lieut. Webber strikes nearer home and every one here feels as though he had lost his best friend, as Lieut. Webber was the kind who made friends and never lost them. He has held responsible positions since his arrival here from the Philippine Islands and was always on the job and always ready to do a good turn toward his fellow-men. At the time of Lieut. Webber's disappearance he was assistant to the Chief Engineer Officer, Officer in Charge of flying, and was also Post Motor Transportation Officer at this depot. In all these capacities his services will be greatly missed,

as under his direction the activities of these offices were a credit not only to him but the whole field.

CROSS-COUNTRY FLYING IN THE PHILIPPINES.

Officers of Clark Field are receiving some very valuable training in cross-country work and radio communication. A training memorandum from the Headquarters Philippine Department provides for the furtherance of individual proficiency of Air Service officers in inter-plane and plane-to-ground communication. A roster is maintained and each officer, in turn, flies a daily patrol to Baguio, Mountain Province, approximately 90 miles north of Clark Field. Upon taking off, the observer checks in at the Clark Field Radio Station. The team then proceeds to Baguio, checking in at the Camp John Hay Radio Station upon arrival. At least one message is transmitted to each station, and a message received in return. Aside from the personal value of this patrol, a personal interest is manifest in each day's work. Baguio's climate is considered a great tonic for overworked officers, and the "Queen of the North" is a beauty to behold. Consequently, each officer lives in anticipation of a possible forced landing in that vicinity, hoping to take premature advantage of his Detached Service privileges.

ARMY FLIERS IN PHILIPPINES CARRY PARACHUTES. ✓

Orders have been issued at Camp Nichols, Razal, P.I., directing all pilots and observers going on long distance flights hereafter to carry parachutes as a precautionary measure. This will prove a big factor of safety, as flying in the Islands is extremely hazardous due to the nature of the terrain - endless areas of tall coconut palms and small rice paddies with their dikes at intervals of every few feet.

DAYTON MAN DESIGNATED AS REPRESENTATIVE OF THE F.A.I.

Advice has been received from the National Aeronautic Association to the effect that Mr. Kenneth M. Lane, 640 Cambridge Avenue, Dayton, Ohio, has been officially designated as a representative of the Federation Aeronautique Internationale. Mr. Lane will be communicated with in advance whenever it is intended to establish aeronautical records at McCook Field, in order that he may officially supervise such performances.

NEW PHILIPPINE DEPARTMENT COMMANDER INSPECTS AIR SERVICE STATIONS

The Commanding Officer of the Philippine Department, Major General George W. Read, who recently arrived in Manila, conducted an inspection of Camp Stotsenburg and Clark Field. A demonstration flight of seven planes, using 50-pound bombs and Lewis Machine Guns (duplex flexible mount), was participated in by officers of the 3rd and 28th Squadrons. At the reception given in honor of the General, among the many guests were Brigadier-General Johnson Hagood, Commanding Officer of Camp Stotsenburg, and Major B. Q. Jones, Air Officer of the Philippine Department.

AVIATION IN CHINA.

An Englishman with considerable personal knowledge of aviation, who has recently left China, gives a very interesting account of the true state of Chinese aviation.

It appears that in North China there are about thirty partially trained Avro pilots. As soon as these pilots become at all promising they are seized by the various Tuchuns, otherwise the local chieftains of rival armies, and are turned into military pilots, though it is rather difficult to discover just what military flying they actually do. There is not a single Chinese pilot who is qualified to take passengers on the Vickers "Vimy" commercial airplanes, and there is not likely to be one for a considerable time.

A good many of the so-called commercial airplanes have been seized by the assorted Tuchuns for use as military airplanes, but at the beginning of July there were still in the hands of the Peking Government about twenty Avros, thirty "Vims" (that is to say the modernized version of the F.E.2d as redesigned by Vickers Ltd.), and about twenty "Vimy" commercials, some serviceable and some still not erected. There were also vast supplies of spare engines and spare parts for all types.

The old original Peking Flying School at Nan Yuan has had to be closed down on account of interference by the local troops, who apparently did not approve

of the so-called Government at Peking. However, a new and apparently promising school has been started at Tsing Ho, about ten miles north of Peking. One's informant says that if this school gets anything like a fair chance it ought to do well, as the Peking Government still has in its service two very good British instructors, two American pilot instructors and three British mechanics, all of whom have done excellent work under the most difficult conditions.

None of the much-boomed commercial air lines have ever come into operation, partly owing to political opposition in the various provinces over which they were to operate and partly because of financial difficulties. The Government and the Aeronautical Department are said to be bankrupt, and the internal administration of the Aeronautical Department is completely chaotic.

- The Aeroplane (London).

ARMY AIRSHIP WELL DISCIPLINED. ✓

Almost any branch of the Army will prove to you beyond all question that their personnel is well disciplined and knows the proper thing to do on all military occasions, but the Air Service goes even farther than that and trains its aircraft to the same good manners.

A very good example of this occurred at West Point, N.Y., recently when the D-3 stopped there for an official call. During the brief stay there, the Superintendent, General Sladen, and the Commandant of Cadets, Major R. M. Danford, took a short ride for the purpose of viewing the Academy grounds from the air. A little delay was experienced in landing them owing to a sudden shift in wind currents, with the result that when the ship was about 200 feet in the air and only the drag rope in the hands of the cadet landing party, the sunset gun boomed and the band started playing the "Star Spangled Banner". For a barely appreciable interval the cadets pulling on the rope hesitated, and then all stiffened to attention and salute, remaining thus until the last note was played.

The Airship D-3, which a minute before had been showing signs of artistic temperament, or whatever form of cussedness and perversity attacks aircraft, suddenly ceased pitching and drifting, and stayed stationary, both as to altitude and direction, until the music stopped; then on renewed tagging by the cadets it settled into the waiting hands of the ground crew.

General Sladen was not interviewed on the subject, but we hope that he was proud not only of the discipline of his cadets but also appreciated the showing of good taste and military etiquette on the part of the airship.

SCOTT FIELD BEGINS TO PERK UP.

Although yet in the stage of development as a lighter-than-air post, Scott Field is beginning to assume the aspects of a great Air Service station. Things are being done there. A new airship hangar costing more than a million and a quarter dollars has just been completed. Two new airships, a Mullion and the D-4 are being erected there, and will be in the air in a short time, bringing the number of airships in commission up to four. A new gas manufacturing plant with a capacity of six thousand cubic feet per hour will soon be finished. The Scott Field Air Intermediate Depot has been established, and has taken over the material formerly stored at Richmond, Va., and Fort Omaha, Neb. Other activities centered here and there over the post indicate the importance which Scott Field will attain in the very near future.

The Air Service Balloon and Airship School has, in addition, been in full swing for the past six months. One class of airship pilots has already been graduated, these students having taken previous work at Langley Field, and another class will finish in June. In the latter group are some thirty student officers and seventeen flying cadets, all of whom will qualify as airship pilots upon successful completion of the course.

A NEW LABORATORY FOR THE SEVENTH PHOTO SECTION ✓

The Seventh Photo Section, which was recently transferred to the Fairfield Air Intermediate Depot from Godman Field, Camp Knox, Ky., will soon be in possession of its new laboratory now being constructed in a section of the Supply Depot. The photographic ship, which was recently wrecked, is in the shops undergoing repair and will soon be tested out - good as new.

February 1st should find the ^{Seventh} Photo Section well equipped and prepared to start on the many missions which have been piling up during the enforced photographic inactivity.

AIR SERVICE SCHOOL AT FAIRFIELD, OHIO, STARTS ACTIVITIES.

The Air Service School for all Air Service Officers on duty at the Fairfield Air Intermediate Depot, Fairfield, Ohio, commenced on January 4, 1923. The course covers a period of three months and will be devoted to instruction on all types of motors and airplanes. Officers will completely dismantle, rebuild, test and fly a motor, align and rig an airplane.

AIRSHIPS FROM SCOTT FIELD MAKE NON-STOP FLIGHTS

Two large airships, the A-4 and the Mullion, stationed at Scott Field, Belleville, Ill., made a non-stop flight recently from that station over Springfield, Ill., and return. The ships took off at 11:00 a.m. and headed due north, with a slight head wind on their noses. Keeping close together and flying low, they passed over Hamel and Worden. From Worden the Litchfield and Madison Railroad was followed to Staunton, where they turned north again along the Chicago and Northwestern to Girard, and thence to Auburn, at which place the Chicago & Alton Railroad was followed into Springfield, arriving there at 1:00 p.m.

After circling the Capitol, the ships flew back and forth across the city for half an hour, and then turned south for the return trip. The Illinois Central was followed as far as Litchfield, where they swung west over Hornsby, and then south again crossing over Livingston and Lebanon, and landing at Scott Field at 3:30 p.m. The ships were in the air four hours and 35 minutes, and covered a distance of 225 miles.

The flight was for the purpose of training airship pilots and to stimulate interest of the people in connection with the recruiting campaign for the Air Service.

Lieutenant C.A. Anderson, Air Service, piloted the A-4, with Sgt. R. McIntyre as rigger, Sgt. P. Neff as engineer, and Captain R. K. Simpson and Lieut. A. C. McKinley as passengers.

Lieut. Frank M. McKee, Air Service, piloted the Mullion, with Private O. Machiowicz as engineer and Lieuts. R. S. Heald, J.P. Temple and W. C. Farnum as passengers.

Lieut. Anderson was the assistant pilot on the C-2 on its transcontinental flight, and was pilot of the Pony Blimp on its record-breaking flight to Alabama recently.

SKY WRITING OVER NEW YORK.

New York City was treated for the first time recently to the spectacle of sky writing, an art which is meeting with growing favor in Europe for advertising purposes. The demonstration was made by Capt. Cyril Turner, formerly of the Royal Air Force, who used an SE5 single seater fighter for the purpose.

Flying at about 10,000 feet above Park Place, Captain Turner liberated a trail of white smoke and spelled "Hello" across the sky. Above Longacre Square he traced "Hello U.S.A." in the heavens. The letters were perfectly formed and hung in the air for many minutes.

The chemical vapor used in the stunt passed thru a tube at the extreme rear of the plane and hung like a white streamer in the sky, the pilot controlling it with levers, and forming the letters by maneuvering his plane. Nearly 8,000,000 cubic feet of vapor were used to form each letter, and the apparatus produced the vapor at a rate of 250,000 cubic feet every second.

Large crowds witnessed the performance, which was particularly successful on account of a very clear day.

AN EDITOR IN AN AIRPLANE.

Over the farm lands, the corn is in the shock, wheat fields are greening; broad acres lie fallow under the plow; corrals are outposted with stacks of straw and provender; buildings seem neat and trim; country roads appear as smooth and straight as strips of dull yellow ribbon. A man on horseback stops and gazes upward at you; a woman holding a baby steps out of back door, You get a fleeting glimpse of her white face upturned. An automobile crawls lazily across the landscape; a toy train winds in and out among the hills. And you - you bore into the infinite - with the far horizon marked only by steep blue peaks and the smoke of the Indian summer. You are floating on the tide of time, serene, unafraid, undisturbed by the turmoil of the ant-heap beneath you. It's a grand and glorious feeling, and one calculated to solve all of man's troubles - if you never had to come down.- Eldorado, Kans. TIMES.

NEW MONOPLANE CONTROL PROVES SUCCESSFUL ✓

Grover Loening, the airplane inventor and constructor, announced recently that flying tests made for a week had demonstrated the complete success of a new type of airplane control which he invented and which has created considerable interest in aviation circles. The tests were made over the East River off Thirty-First Street, New York, where the Loening factory is located. For the trials the Loening monoplane flying yacht owned by Harold S. Vanderbilt was used. It was in charge of the Vanderbilt pilot, S. W. Cogswell.

Mr. Loening made the following statement in connection with the new control:

"Since much of the weather during the week consisted of high northwesterly winds blowing across the river and full of violent and disturbed wind puffs, due to passing over the city, the severest conditions were experienced during the trials. Ordinarily, flying so near the city under these conditions, with the additional necessity of the hydro-airplane having to take to the air from the river sideways to the wind, would have been considered quite impractical and dangerous, but equipped with the new control, we found the machine so responsive in overcoming wind puffs that flying under these conditions was entirely safe.

It will open up a wider field for the airplane in that it enables flying to be done under adverse conditions in the very heart of a city, where the air is ordinarily considered too rough for flying. With better control, there will be fewer accidents attributed to so-called air pockets.

The new invention, which is called a lateral 'pressure equalizer' is mounted on the extreme tip of each wing and departs radically in its effect from the fundamental principles of lateral control as used in the Wright and Curtiss types. Previously used systems for lateral control on wings have always mounted the movable surface or 'aileron' as it is called by aviators, on the rear or trailing edge of the wing, fastened back of the rear spar of the wing. The competition in the recent air races at Detroit, however, where many monoplanes made speeds of over 190 miles an hour, even though not streamlined as well as the biplane racing machines, proved that the old type of control of the monoplanes with an aileron at the rear of the wings became increasingly ineffective with high speed. This feature was studied by many experts and it was found that the tendency of the old type of lateral control was to put twisting stresses on the wing itself which neutralized the controlling power of the ailerons in such a way as to make the machine stiff on the controls.

The new 'pressure equalizer' has been found to do away with this effect because the movable surface used to obtain more lift on one side than the other is placed entirely in front of the center of the wing, so that the effect of this increased pressure in tending to twist the wing causes the twisting stress to be completely reversed in favor of the lateral control instead of against it. The operation of the movable pressure equalizer tending to lift one side of the wing causes the angle of incidence of that side of the wing to increase, thus still further amplifying the controlling power and completely equalizing the twisting stresses induced by the old type of control.

The construction of the new device is quite simple, in that a small section of the leading edge of the wing is extended out beyond the tip to which is hinged the pressure equalizing flap, which is controlled, through cables and levers, by the pilot."

Mr. Loening claims that the new device is so effective that the use of the trailing edge aileron now practically universal on all airplanes may be eliminated entirely and much more controlling power obtained by the new device with one-quarter of the area of movable surface, and with a great reduction in the power that it is necessary for the pilot to apply to his control stick.

He believes that the new device again emphasizes the qualities of the monoplane in comparison to other types of machines in that it is now possible to preserve its lightness and simplicity without any sacrifice of control whatsoever, and to obtain to the best advantage the superiority in speed and climbing power which has already led to the adoption of the monoplane commercially by many constructors, such as Fokker in Holland, Dr. Junkers in Germany, DeHavilland in England, and the Nieuport Company in France.

The new control can be applied to biplanes and other types of machines, but is most valuable for monoplanes, due to the depth of chord of their wings.

WHO SAID "THEY NEVER COME BACK?"

An idea of the rapidity with which some Air Service reserve officers regain their cunning with the "old stick" may be gained from the following story sent to us by our correspondent from Luke Field, Hawaii:

"After having been away from the flying game for nearly three years, 2nd Lieut. Francis E. Wilson, A.S.O.R.C., reported to Luke Field for assignment to two weeks' temporary active duty. On the first day he was given a refresher course on a Curtiss H, consisting of two flights for 35 and 37 minutes, respectively. After one flight for 61 minutes the next day, his solo work was started, and he put in six flights solo on Curtiss planes for a total of four hours and four minutes. Two days of refresher work on DH4B's followed, when he received dual instruction on three flights, and on the third day his solo DH4B missions gave him an opportunity of patrolling all of Oahu.

During one of his patrols he thought the water temperature was running a bit too high, and an excellent landing was effected at Mokapu Point, one of the small emergency fields of Oahu, where he remained for a short examination and then returned to Luke Field. The performance of Lieut. Wilson is considered exceptional by Air Service Officers at this station, particularly in consideration of his having been away from planes for such an extended period."

THE TRAINING OF AIR SERVICE ENLISTED MEN IN HAWAII.

During the period from November 1 to November 30th, practically the entire class of enlisted gunners and bombers who graduated from the school of the 5th Group at Luke Field, H.T., during October, have been put through the required air training which is given in the following phases prior to their assignment to pilots as tactical air team members:

First phase - Aerial gunnery practice on sea target,

Second phase - Aerial gunnery practice on the harbor target.

Third phase - Camera obscura.

Fourth phase - Aerial bombing practice on the sea target or Kekepa Island.

Fifth phase - Individual attack and bomb raids.

Sixth phase - Tactical attack and bomb raids.

It has been found practicable under normal conditions to complete one phase per squadron each week. Operations carried out by the 5th Group, although purposely curtailed due to the lack of planes available, amounted to 740 missions completed for a total of 162 hours and 21 minutes' flying time, put in on coast patrols, "aloha" demonstrations to visiting units, command patrols, attack raids, bomb raids, photographic missions, tests and ferries.

SQUADRON INSIGNIA CAUSES CONSIDERABLE COMMENT.

Visitors at the Arlington Cemetery in Virginia, in their wanderings amidst the various beautiful tombstones, monuments, etc., invariably pause, hesitate, look puzzled and very often, as is the case of those possessed of a goodly share of inborn curiosity, commence to ask questions upon observing a tombstone of a soldier on which there is chiseled the head and shoulders of a devil in the act of launching an aerial bomb. They naturally wonder, since all good soldiers go to heaven, why an inscription picturing the monarch of the lower regions should appear on this particular soldier's tombstone. Caretakers at the cemetery are growing weary in explaining to these curious persons that the inscription represents the insignia of the 96th Aero Squadron, to which this soldier belonged when he was an inhabitant of this world.

AERONAUTICAL NEWS FROM OTHER COUNTRIES.

England.

The 1,000 h.p. Napier "Cub" aero engine was recently given its first test in the air, it being installed in an Avro "Aldershot" bomber, which machine had already done a considerable amount of flying fitted with a Rolls-Royce "Condor". A small auxiliary engine fitted to act as a self-starter to the main power plant set the "Cub" going at once, and after running her up, Mr. Bert Hinkler, the pilot, taxied down the airdrome and opened up. The machine took off in three seconds and then climbed up at an astonishingly steep angle to a thousand

feet or so. Mr. Hinkler, as soon as he got the feel of the machine, began throwing it about and doing vertical turns as though he were flying a scout. For a quarter of an hour or so he demonstrated the remarkable maneuverability of the machine, and when he came across the airdrome with the "Cub" going full blast and giving a most pleasing roar one estimated the speed to be in the neighborhood of 140 m.p.h. Finally, he made a very slow landing, pulling up in a surprisingly short distance. - The Aeroplane.

Spain.

Authorization for the purchase of large quantities of aeronautical equipment by the Spanish Government was granted on November 20th. The specifications called particularly for spare parts for the Bristol, the DeHaviland, and various French planes. Airdrome equipment is also to be purchased, including installations at Cuarto Vientos, Getafe, Los Alcazares, Leon, Granada, and several airdromes in Africa. Two Breguet airplanes, with ambulance equipment, were ordered by a separate decree. Apparatus for airplane photography was also purchased from a German firm, one set at a cost of 50,000 pesetas and another at 67,000 pesetas.

It is reported that there is still a considerable sum to be spent from the appropriations in order to prevent the money from reverting to the treasury, which is considered undesirable. - Commerce Reports.

Argentina.

By arrangement with the Aerial Transport Co. of the River Plate, the Argentine Post Office has established a daily air mail service between Buenos Aires and Montevideo, the planes to carry passengers as well as mail. Three hydroplanes will be used, and the flying time will be about one hour.

In addition to the regular postal rate, letters and newspapers will carry a surtax of 30 centavos for each 20 grams or fraction thereof; on books and similar printed matter the surtax will be 30 centavos for each 65 grams. One of the planes to be used is already on hand, and the service should be in operation by the first of the year. - Commerce Reports.

France.

The Aero Club of France announces that the Deutsch Cup, having been won twice by the Nieuport Co., has been finally awarded to that company, in accordance with the rules, and that this contest is now closed.

Germany.

Progress is apparently being made in respect to the Anglo-German air line between London and Berlin, and it is expected that this service will shortly be in operation, both with British and German machines. An Albatross six-seater monoplane, carrying three directors of the Deutsche Luftreederei Co., left Berlin for London on December 14, but had to descend near Bremen owing to fog.

Syria.

The Syrie-Liban Aero Club, recently formed with the object of developing aviation in Syria, is to be affiliated to the Aero Club of France, and a certain liveliness in aviation matters may be expected in this country in the near future. The French Air Service has already organized 50 landing stages, 10 of them fully equipped as regards shelters, revictualling and repairing arrangements. The principal lines thus prepared are Alexandretta, Aleppo and Deir-ez-Zor, on the route to Baghdad; Aleppo, Hama, Homs, Rayak, and Damascus towards Palestine and Egypt; Damascus, Palmyra and Deir-ez-Zor for the direct crossing of the Syrian desert in four hours; Alexandretta, Latakia and Tripoli for the coastal line.

SQUADRON NEWS

Kelly Field, San Antonio, Texas, Dec. 2

The inclement weather during the early part of November deprived the pilots of flying, but weather conditions changed towards the latter part of the month and considerable flying was done by the officers of the NINETIETH SQUADRON (ATTACK) as well as unassigned officers from the Group and Post Headquarters. The Squadron was recorded with a total of 105 hours 25 minutes man-hours, in 11 days. Major Reynolds and Lieut-Colonel Cook, of the 3rd Group Headquarters, were among the unassigned officers who did considerable flying with the Squadron.

The first of the big holidays was spent with one big round of pleasure and satisfaction by all members of the command. The Squadron Commander, Captain Hayes, invited the officers of the Group and their ladies to the big turkey dinner. Mrs. Hayes, with the assistance of several capable cooks' police, elaborately decorated the dinner tables. The white table cloths and, as a set-off, various colored flowers, chrysanthemums, shaster daisies, and several others now in season, added to the beauty of the kitchen, which is at all times ready for an inspection. The service rendered by the men, the Mess Sergeant, cooks and all concerned was more than appreciated by those not connected officially with the organization. Mr. Witt, with the Kelly Field jazz orchestra, rendered several selections for the dancers. The organization has a number of recruits and feel, as well as believe, the wonderful dinner as served during this day will add to bring into the Air Service some of their friends. In fact, this squadron feeds well at all times.

TWENTY-SIXTH SQUADRON (ATTACK): Lieut. Gates with Sergeant Jameson left on a cross-country flight to Laredo, Texas, Nov. 27th and returned on the 29th. Enroute the weather was excellent for flying, but the return was delayed two days due to inclement weather.

Lieut. O'Connell with Sergeant Reese as passenger, left on a hunting trip for Crowther, Texas. Colonel Cook, the Group Commander and Lieut. Douglas, also made a trip to the same place. Upon their return they reported having a good time and plenty of hunting.

Lieut. Clark made a cross-country flight to Fort McIntosh, taking Capt. Murphy to that station. He returned the same day.

Thanksgiving was spent with real happy moments and all enjoyed the big turkey dinner. Lieuts. O'Connell and Douglas and their ladies were present to enjoy the dinner of all dinners.

THIRTEENTH SQUADRON (ATTACK): Lieut. Wheeler made a cross-country flight to Laredo, Texas, taking as passenger Captain Seabury, Cavalry, and returning with Capt. Murphy, also of the Cavalry.

Lieut. Wheeler made a cross-country flight to College Station, Texas, and return with Staff Sergeant Madden as passenger.

AIR PARK NO. FIVE (ATTACK): The total flying time for this organization last week was only seven hours and five minutes due to there being but one airplane in commission.

Lieut. Larson, Organization Commander, made a cross country trip to Sabinal, Texas and return.

Staff Sergeant Arbuckle, mess sergeant of this organization, accompanied by three other "High-powered-Non-coms" returned from a hunting trip Thursday with enough ducks to assist the turkey for our Thanksgiving Dinner. We had a real Thanksgiving dinner, which was enjoyed by all concerned.

THIRD GROUP HEADQUARTERS (ATTACK): Lieut. Crocker and Staff Sergeant Zielinski made a cross-country trip to McAllen for the purpose of looking over the airdrome and checking up supplies.

The weather during the latter part of the month presented opportunities for considerable flying, and the officers of headquarters took advantage of same. Numerous test flights were made, in addition to those for the testing of new radio sets recently installed in some of the ships.

Word was received from Lieut. Holland, who crashed and was badly burned at Kerrville, the early part of October, that he is progressing nicely and expect to be out of the hospital in the near future.

TENTH GROUP (SCHOOL):

AIR PARK NO. THIRTEEN (SCHOOL): Sergeant Walter S. Johnson, formerly 1st Sergeant of this organization, left for Muskogee, Oklahoma, where he will be on duty, under Capt. C.B. Oldfield, with the Organized Reserves. Sergeant Artie Sexton has been appointed 1st Sergeant of the organization. Six recruits joined the organization during the last week. This season's target practice was concluded during the last week.

FORTH-SECOND SQUADRON (SCHOOL): Flying last week was marred by one accident, when No. 7, one of the DH4B's assigned to the Squadron, was washed out at Camp Stanley, Texas. One of the cadet pilots made a bad take-off, causing the ship to strike a tree. Fortunately no one was injured. Several cross-country flights were made.

The Thanksgiving dinner was a great success, and too much credit cannot be given to the Mess Sergeant and the cooks for their work. Thru the efforts of 1st Sergeant Martell, several musicians from among the best jazz orchestras in San Antonio played some of the latest dance selections during the meal, and it was hard to say which was appreciated the most. The Squadron regrets the loss of Sergeant Martell, who is awaiting his discharge in order to try his luck in civilian life.

Three enlisted men were lost to the Squadron by discharge and two were transferred into the organization from the 13th Air Park (School), which leaves the outfit with a total of 101 enlisted men and four officers.

FORTY-THIRD SQUADRON(SCHOOL): The officers of the 43rd Squadron and some students of the Air Service Advanced Flying School started the week by going to Ellington Field, Texas, to practice Aerial Gunnery for about two weeks. In addition, other flying consisted of acrobatics, cross countries to Ellington Field and Dallas, Texas, balloon protection, tactical formations, training, routine training, transition to SE's, patrol and bombing. The officers and their wives and enlisted personnel enjoyed the big Thanksgiving feast given by the organization. Everybody was well satisfied and much pleased.

FORTIETH SQUADRON (SCHOOL): Operations and Training was successfully carried on during the last week by this organization with ten ships and one Martin Bomber in commission.

Training consisted of cross-country flights to Sabinal, Texas, for the purpose of landing practice and to Ellington Field, Houston, Texas, for machine gun practice. Two ships were used for the directing of artillery fire at Camp Stanley.

Kelly Field, San Antonio, Texas, Dec. 9.

CADET ATTACHMENT: There was an unusual amount of activity in the Cadet Attachment during the past week. Short cross-country flights to points within a radius of one hundred miles and to Ellington Field for the purpose of firing aerial gunnery missions over the bay near Galveston occupied most of the week. The observation students continued to participate in artillery firing missions at Camp Stanley and the percentage of "Solutions" mounted higher daily.

Due to unavoidable conditions at Ellington, it has been impossible to get gasoline without a certain amount of water and, in view of the fact that water does not mix very well with gasoline in the carburetor of a Liberty, a number of thrills, so-called kicks and "Close shaves" and a few forced landings have resulted. Cadet Gamble and Jonas used the bay for a landing field, but so far no fatalities have resulted.

The end of the course in Advanced Flying is drawing near, and everything is being done to discharge the entire detachment by the 18th of December, so that the holidays will find the embryo Second Lieutenants at HOME with their newly acquired wings and gold bars.

Cadet Harris, who completely demolished an SE-5, 300 feet off the ground on November 24th is getting along nicely at the hospital at Fort Sam Houston and is expected back for duty almost any day

FORTY-SECOND SQUADRON (SCHOOL): During the past week a great deal of flying was performed by officers and cadets assigned to this organization for instructions, as can readily be seen by the amount of flying time which amounted to 115½ hours. Several cross-country trips were made, one to Post Field, Oklahoma, by Capt. Pritchard with Sergeant Wiese as mechanic, and several routine trips to Ellington Field by student officers and cadets for the purpose of taking the course in aerial gunnery.

There were several dismounted reviews during the past week in order to have everything in the best shape for the tactical inspection. The Squadron regrets the loss of first Sergeant Martell, who was discharged during the past week, but the selection of Sergeant Ammons to fill this position was a very popular one.

The present squadron strength is 4 officers and 104 enlisted men.

FORTY-THIRD SQUADRON (SCHOOL): Flying for the week consisted of: Spad tactical combat formation, cross countries to Ellington Field, Sabinal, and Gonzales, Texas, training in Spads, spot landings in DH's and JN6H's and practice landings. After the present class is through, the work of the personnel will be the overhauling of motors, etc., until the next class starts, about June, 1923.

FORTIETH SQUADRON (SCHOOL): Operations and training were successfully carried on the past week with eight planes and one Martin Bomber in commission. The Martin Bomber was used to carry ammunition, bedding, etc., to Ellington Field.

FORTY-FIRST SQUADRON (SCHOOL): Flying during the past week was rather brisk with the student officers and cadets nearing the end of their training. Every available ship has been in use, making a total of approximately 175 hours' flying during the past week.

On Tuesday, December 5th, four ships from the Squadron with student officers and cadets as pilots left for Ellington Field on detached service, where they will participate in the extensive gunnery practice now being carried on at that field.

SCHOOL: Student pilots and observers were assigned the task of reporting daily on the movements of the Provisional Battalion, 4th Field Artillery, which was engaged on a hike for the purpose of testing a new model mule pack. The hike began on November 27th and ended January 6th, covering 528½ miles within a radius of 100 miles of Fort Sam Houston, Texas.

Experiments are being conducted with a parachute designed to drop pigeons to the battalion when landing fields are not available. The battalion will be able to communicate with Fort Sam Houston daily by pigeon service if this experiment proves successful.

In spite of the periods of rainy and foggy weather prevalent so often during the past six weeks, the regular schedule of instruction will be completed on December 17th.

THIRD GROUP (ATTACK):

NINETIETH SQUADRON (ATTACK): Captain Hayes, Commanding Officer, with a mechanic, made a cross-country flight to Houston, Texas, returning the same day. No obstacles were encountered on the trip.

Officers of this squadron took advantage of the good weather and added to their credit 33 hours flying time, a great deal of which was flown in the big GAX triplane. Many other officers of the Third Group have been trying their hand at piloting the triplane.

This Squadron with the others of the Group have been drilling for one or two hours each day, preparing for the inspection. The quarters, kitchen, and hangars are all in perfect order and will stand the most rigid inspection.

TWENTY-SIXTH SQUADRON (ATTACK): Lieut. R.H. Clark with Lieut. Goodrich of the 10th Group (School), made a cross-country flight to Austin, Texas, and returned on the afternoon of the same day. The following day, Lieut. Clark with Lieut. Goddard of Brooks Field, made a cross-country flight to Fort Clark, Texas, returning the following day at 3:55 PM. The weather was fair during both flights, except for an occasional cloudy spell and slight rains.

Lieut. J.J. O'Connell made a cross country flight to Uvalde, Texas, with Sergeant Chanowies as passenger.

Lieut. O'Connell has written to Fort Apache, Arizona, regarding hunting conditions at that place, also the condition of the surrounding country as to the facilities for landing and taking off ships. This organization, in connection with the rest of the Group, has been undergoing intensive training the past week in anticipation of the coming inspection. A Group review has been held each day between the hours of four and five o'clock. Weather conditions have been ideal for this training. Recruits, recently relieved, have brought the enlisted strength of the squadron up to 120 men.

THIRTEENTH SQUADRON (ATTACK): Very little flying has been done during the past week but the Squadron has been busy making preparations for the general review.

EIGHT SQUADRON (ATTACK): The organization was on the range three days this week and some very good scores were made and again some not so good. Our new recruits showed up like regular soldiers, and not once was there a breach of "gun etiquette" committed.

Word has been handed down by the powers that be that the 8th Squadron barracks and mess hall were designated as the ones to be inspected by the Commanding General. We feel this as a distinct compliment and a just reward to the loyal efforts of the officers and enlisted men.

Lieut. Edgar T. Selzer, our supply officer, received orders for France Field, Canal Zone, effective February 1st. We surely hate to lose the Lieutenant, and every officer and man wishes him the best of luck and success at his new station.

AIR PARK NO. FIVE (ATTACK): Lieut. Schneider, Commanding Officer of the First Wing Headquarters, made a cross-country trip to Dallas, Texas, for the purpose of securing practice in long distance reconnaissance. The return trip was made under some difficulties. A rainstorm was encountered, necessitating a detour of such extent that a landing was made at Austin, Texas, for the purpose of replenishing the fuel supply. Otherwise, the trip was uneventful.

Lieutenant-Colonel Culver, Air Officer and Lieut. Duke, Assistant, reported to the field this week for the purpose of flying.

Lieut. Woodruff, assigned to this organization, made a cross-country to Fort Clark, Texas, for the purpose of bringing back Lieut. Moore, of the 12th Squadron, who, while enroute to El Paso, made a forced landing at Spoford, Texas, and wrecked his plane.

Scott Field, Belleville, Ill.

The Scott Field Athletic Association, the purpose of which is to foster organized athletics, was recently formed by the officers and enlisted men of Scott Field. It is planned to convert airplane hangar #4 into a gymnasium and to equip it for Basketball, Bowling and Boxing. Boxing bouts will be one of the features of the winter sports at the field. These bouts will be of the first class variety, and a large attendance is expected from Belleville and St. Louis.

A post basketball league has been started between the five organization teams at Scott Field, and a cup will be awarded to the winning team. This league will not interfere with the games scheduled by the post team with outside organizations.

Colonel Ira F. Fravel, Assistant to Chief of Training and War Plans Division, Office of the Chief of Air Service, recently inspected the post and the Air Service Balloon and Airship School, and was well pleased with the conditions at the field.

The 24th Service Company's quintet defeated the team of Waterloo, Ill., at Scott Field by the score of 40 to 22. The game was fast and interesting, and although the locals had the edge on the visitors, the latter put up a good fight. Byrley, left forward, ran up the most points for the Service Company, while Bender, center, featured for the visitors.

At a reorganization of the Officers' Club a new constitution and a new set of by-laws were adopted. Provision was made to take care of flyers visiting Scott Field by having them as guests of the Officers' Club. A new hop committee was elected, consisting of Chaplain Frank P. McKenzie and Lieuts. W.C. Farnum and Wm. J. Flood. The new officers of the Club are Captain L.F. Stone, President; Lieut. James N. Jordan, Vice President; Lieut. A.I. Puryear, Secretary-Treasurer and Mess Officer, and Major J.A. Paegelow and Captain L.T. Miller, members of the Board of Directors.

The basketball team of the 24th Service Company nosed out the quintet from O'Fallon, Ill., in the Scott Field Gymnasium, score 22 to 21.

Colonel Theodore A. Baldwin, Jr., former Commanding Officer of Ross Field, Arcadia, Calif., and Mrs. Baldwin, arrived at Scott Field on December 24th. Colonel Baldwin is stationed at Scott Field for the purpose of taking airship training. He came around through the Panama Canal to New York on a Government transport with a group of West Coast officers assigned to Scott Field for duty and training. On arrival in New York he took a short leave to visit friends in Washington, D.C.

Majors Rush B. Lincoln and John D. Reardon, who are attending the School of the Line at the General Service School at Fort Leavenworth, Kansas, visited Scott Field for the purpose of making the two free balloon training flights required each year under Circular No. 65. They spent several days flying in balloons and airships and returned to Fort Leavenworth the latter part of the week.

The officers of Scott Field gave a formal Christmas Hop on December 30th at the Officers' Club. The Club was tastefully decorated with Christmas colors and evergreens. The Vin Orchestra of Belleville furnished excellent music. In the receiving line were Colonel and Mrs. Chalmers G. Hall and Mrs. Theodore A. Baldwin, Jr.

The 24th Service Company basketball team overwhelmed the Belleville Bear Cats in an interesting game played in Hangar # 10, the final score being 52 to 18. The Belleville quintet found their opponents merciless, and were forced to play defensive ball throughout the game. Thompson, tall center of the Bear Cat's Team, shot the most goals for the visitors, and Stotle and Burke did the scoring for the Service Company.

The 12th Airship Company quintet won their second consecutive game in the Scott Field Basketball League, when they defeated the team of the 8th Airship Company by a score of 33 to 12. This victory places the 12th Company on a par with the 24th Service Company's team, which has also won two straight games in the league.

Hqrs. Div. Air Service, 1st Cav. Div. Fort Bliss, Texas, Dec. 24.

During the search for Colonel Francis C. Marshall, Cav. and Lieut. Webber, Air Service, who were lost while enroute from San Diego to Fort Huachuca, Ariz., the 12th Squadron, (Obs.) accomplished 167 flights, totalling 237 flying hours. There was only one minor crash, due to landing in a small rough field at San Miguel, Arizona.

The boys claim that while on duty with the searching party, Lieut. Liebhauser, (met an untimely death in an airplane crash several days ago-Ed.) learned to talk the Papago Indian language. He landed in so many Indian villages that in self defence he learned how to say "Chicken". He says you spell it "Ugh" and say it "Ugh". He wanted chicken to eat.

Lieut. Roscoe C. Wriston has been placed in command of the 1st Photo Section and "gradually" is getting same in working shape.

Captain and Mrs. Donald Muse, of McCook Field, passed through El Paso recently and came out to visit their old friends on the field.

Lieut. James A. (Woody) Woodruff and Lieut. Jack O'Connell, of Kelly Field, were ordered to this station as reserve pilots during the absence of the regular personnel. Lieut. O'Connell made several trips to and from Tucson carrying supplies and ferrying mechanics. These two officers returned to Kelly Field upon the return of the regular personnel.

Major Leo G. Heffernan, Commanding Officer of Air Service troops, has been acting very strange lately. The new arrival at his home is named "Betty Jane" and arrived on December 4th. It seems that but two days of his honeymoon had elapsed when he and his command (at that time the 13th Squadron) were ordered out to search for Lieut. Alexander Pearson, Jr., lost while about to start on his transcontinental flight.

Lieut. W.C. Morris had several Air Service reserve officers out to the field and gave them refresher training. Sunday is the day allotted to reserve officers, and they average from two to three hours each week. The Reserve officers of the 90th Division are well organized and are a very enthusiastic bunch. Weekly luncheons are held at the Modern Cafe, which the pilots of the 12th often attend. Discussions of subjects of interest to Air Service personnel are held, and the interest is well sustained. There are 34 Air Service reserve officers who are assigned to the airdrome for their practice flights.

Lieut. Harvey W. Prosser is on a 30-day leave. Last seen at Douglas, Arizona, going west.

The Near East Relief and the Red Cross annual drive went over 100% for the entire organization.

The basketball team, recently organized, has played a good many games. Last year the squadron team won the Fort Bliss championship. The team this year is better and hopes to repeat on the championship.

Recruits being received are of a high class. December added twelve men to the organization, all enlisted by the efficient force under Lieut-Col. King, Recruiting Officer for Fort Bliss.

The Air Service attended 100% strong at the Christmas Frolic given by Mayor Davis and citizens of El Paso to all officers and enlisted men of Fort Bliss. A "big feed" and "A Big Time" was had.

Lieut. and Mrs. Alexander Pearson, Jr., have departed for McCook Field, where the Lieutenant will be assigned as test pilot.

Orders have been received at this station from the 8th Corps Area directing that the 12th Squadron (Observation) 2nd Air Intelligence Section, and the 1st Photo Section be grouped under Division Air Service, 1st Cavalry Division.

Fairfield Air Intermediate Depot, Fairfield, Ohio.

Capt. H. Pascale and Lieut. J.L. Stromme ferried two J.N. airplanes from this field to Framingham, Mass., an approximate air line distance of 790 miles, the flying time being 9 hours and 30 minutes. The itinerary was F.A.I.D. to Columbus, O., to Moundsville to Sommerset, Pa., to Bolling Field, to Media, Pa., to Mitchel Field, to Hartford, Conn., to Framingham, Mass. The planes functioned perfectly and, with the exception of tightening a few wires, no repairs were required. The trip from Media, Pa. to Mitchel Field was made in 58 minutes, considered exceptionally good time, even for faster planes. A great deal of cross-country experience was gained by both pilots, especially in flying over the mountains.

Ships were started on 13 DH4B-P1 airplanes in the Engineering Department, four of which are for Chanute Field, two for the 88th Obs. Squadron, two for Langley Field, and one each for Bolling, Scott, Post and Brooks Fields. It is expected that these ships will be available for delivery by January 30th.

Four Spads were ferried for use of the 88th Observation Squadron from Selfridge Field. Lieutenants Malcolm N. Stewart, Chas. W. Steinmetz, Gerald E. Ballard and Harold A. Bartron piloted the ships.

Under orders from the Chief of Air Service, this field has inaugurated a schedule of flights over the Model Airway between Fairfield and Mitchel Field via Columbus, Ohio; Moundsville, W. Va.; Bolling Field, D.C. and Pine Valley, Pa. First Lieut. Morris L. Tucker has been appointed Airways Officer at this field.

Due to the many cases of small pox in the vicinity of Fairfield, vaccination for the entire personnel of the post was ordered. Many sore and itching arms were noticed. The preventative inoculation of pneumonia vaccine has been taken by many officers and members of their families. This inoculation was given a year ago at this post with very favorable results.

The Thanksgiving Hop at Side Slip Inn, November 30th, was an enjoyable affair. Decorations were made from natural grasses, woods, logs, etc., and the lighting effect was in keeping with the pastel shades of the decorations. The visitors outnumbered the members of the post. Refreshments were served. Artistic photographic invitations were used. The seven-piece orchestra played long after midnight.

Wednesday evenings have been set aside as "Club Nights". Cards in the Club or athletics in the gymnasium make these evenings ones that are looked forward to.

A pool and billiard room is under construction. Slight alterations to the rooms in the back of the Officers' Club will permit of this additional room for this popular indoor sport. The lights of the Club will again shine during the long winter evenings, and keen competition and contests are expected.

The Entertainment Committee now serving its term of six months is composed of Major A.W. Robins and Lieuts. F.F. Christine, C.E. Thomas, O. Niergarth and D.L. Decker.

The gymnasium, which includes the basket ball court, two bowling alleys, swimming pool, hand ball courts, out hopping platforms, lockers, and shower baths, has been thoroughly overhauled. The bowling alleys have been sanded down and finished, the basket ball court prepared, the swimming pool painted and some new apparatus purchased. We feel convinced that the gymnasium ranks among the best in Army circles today. Everything possible within our means has been done to promote and prepare a place where athletics and exercise will willingly be taken. Outdoor volley ball courts, tennis courts, golf course and baseball diamond are used whenever weather permits.

Pursuant to a recent order from the Commanding Officer, all officers of the post are present at the gymnasium each day, excepting Saturday and Sunday, from 4:30 to 5:30 P.M., for exercise. There appears to be an earnest desire on the part of all to promote clean sportsmanship and athletics.

Teams have been formed and Captains named for the following sports: Basketball, Volley Ball, Bowling, Hand Ball, and Swimming. Contests are being arranged amongst the officers of the post with neighboring teams in good athletic standing, and neighboring army posts. Bowling averages, including number of games played, are posted weekly. The posting of these averages has been an incentive to all bowlers to improve their game. Many improvements have been noted, and more games played. Capt. C.O. Thrasher, Q.M. holds the high individual game record with 250. Lieut. D.L. Decker, Q.M. holds the high season average with 164.3 - number of games played, 73. In the total number of games played this season, Major Robins holds the record with 137, for an average of 158.4.

The ladies of the post are also enthusiastic bowlers. Averages and games played are also posted weekly. A great improvement is being shown on averages. Mrs. A.W. Robins heads the list, leading with high game, high average and games played.

Army Motion Picture Service has been approved for the post, showing twice weekly. The latest projection apparatus has been installed in the gymnasium for this purpose.

The Bath High School received the surprise of their life when the Officers Basketball team actually "showed" the school boys how to play basketball, the score being 22 to 9. Judging from the results of the game, it must have been a hard fought battle. At least, Lieut. J.L. Stromme is carrying a beautiful design on the shin, sustained when he fouled a man of the opposing team. Of course, after such a display of art, we cannot help but wonder how the Captain of the team, Lieut. Adler, gained his twisted leg.

A great amount of interest has recently been shown in the game of hand ball. The two courts are seeing many hard fought matches. Lieut. G.V. McPike, captain of the hand ball team, will have plenty of material from which to select his teams.

It is hoped that visiting officers will take advantage of the gymnasium and swimming pool.

The officers of Wilbur Wright Field recently entertained the Crawford, MacGregor, Canby Co., with an Athletic Meet, in which the following events were scheduled. Volley Ball, Men's Basketball, Girl's Basketball, Bowling, and Swimming events. This Athletic Meet marked the second annual event of this kind between the officers and the Crawford, MacGregor, Canby Co., the purpose of same being to foster the spirit of good sportsmanship which exists between the two institutions. The Wilbur Wright Girls Basketball Team prevented a complete washout for our Field. Teams from the Crawford, MacGregor, Canby Co., won every event with the exception of the Girls Basketball game.

The Post Library will soon be open again. Miss May of the Army Library Service visited this field for this purpose. The Army Circulating Library will be gladly received, as the latest books are wanted.

Clark Field, Pampanga, P. I., Oct. 15.

On the Transport "Logan", arriving on October 3rd, were a number of Air Service enlisted men for this station. Among them were Master Sergeant Robert P. Jones, Master Sergeant Ward H. Rice, Technical Sergeant Reves and Staff Sergeant Dougherty. The question of quarters for the married Non Commissioned officers is yet undecided. However, since the departure of the 9th Cavalry for the States, a number of N.C.O.'s quarters have been vacated, and it is hoped that the N.C.O.'s with families will be comfortably quartered in the near future. Of the total number of Enlisted men arriving on the 3rd of October and reporting to this station for duty, twenty were surplus and were returned on the "Logan" for duty in the Hawaiian Department.

Captain G. T. Collar reported for duty with the 28th Squadron (Bombardment). Prior to his present assignment Captain Collar was in charge of the Kindley Field branch, Philippine Air Depot, with station at Corregidor, P. I.

Captain J. I. Moore is on a 21 days' leave and will visit China before his return to the Islands. Captain Moore is making the trip as a guest of Naval Officers aboard a U. S. Submarine. Lieut. H. G. Woodward with wife, is on Detached Service and Lieut. T. J. Lindorff is on sick leave, at Camp John Hay.

On the night of October 11th, Lieut. E. C. Batten, pilot with Lieut. C.R. Evans, observer made a thirty five minute night flight. Four Parachute Flares were dropped, but failed to function properly. Lieut. Batten then gave the signal, flares were lighted on the ground, and a safe landing was made.

The last game of the Volley Ball tournament between officers of Clark Field and Personnel at Del Carmen was played Saturday night, October 14th, the score being 3 to 0 in favor of Clark Field Officers. A silver Loving Cup was the trophy.

Snakes seem to be numerous in this locality. During the past week a "Rice Paddie" snake was killed inside of Lieut. M. R. Woodward's quarters, and a Cobra was killed just back of them.

The following telegram, recently received by Lieut. Harry Weddington, this Field, indicates that the Islands might offer a considerable inducement to Civil Aviation:

"Bontoc Oct. 5-22

AIROPLANE DEPARTMENT

CAMP STOTSENBERG

AIROPLANE CARRY TWO PERSONS FROM BONTOC TO BAYAMBANG

ONE THOUSAND CASH. ANSWER PAID.

MARIANO MENCINAS."

It would probably be interesting to note that the towns referred to above are approximately seventy miles apart.

Lieut. and Mrs. G. W. Pardy with their baby daughter returned to Clark Field on the 15th from a two weeks' tour of the Southern Islands, which took them to many remote points in northern Mindanao, including stopovers at Zamboanga and Cebu. As the itinerary granted a visit to Camp Overton, a trip to Lake Lanao was made possible, and much is told of the beauty of this remote and inaccessible highland paradise. They have several interesting trophies gathered from the Moros of the region to exhibit. The return trip was made on the U.S. Island Steamer "Mindanao", no reservations being available on the Transport "Merritt". Lieut. Pardy and family, being the only white persons aboard, were assigned to the cabin ordinarily reserved for the Governor. The Cabin, according to report was luxuriously furnished, its location offering exceptional opportunity for a study of Far East animal life. In addition to native passengers, a cargo of chickens, goats, caribao and Indian milch cows was carried. During the voyage Lieut. Pardy was twice thrown from the back of a caribao. He subsequently gave up practice in equestrianship, the goats being too small for riding, and began laying plans for a Cock Fight. These plans, however, were not consummated due to one of the combatants becoming sea sick.

Lieut. Pardy, has been notified that his application for discharge, under provisions of Circular 152, W.D., C.S. has been approved. Lieut. Pardy and family will leave for China on October 29th. After a visit in China and Japan, Lieut. Pardy will return on the November Transport to the United States, where he will be discharged. Lieut. Pardy's tour in the Islands has been one of much service and many interesting experiences. His separation from the Service will be felt as a keen loss at this station and to the Service at large. Lieut. and Mrs. Pardy leave many friends in the Islands, who will look forward to meeting them in San Francisco, where Lieut. Pardy will engage in business.

Clark Field, Pampanga, P. I., Oct. 23.

Lieuts. Batten, pilot, and Evans, Observer, made a thirty-minute night flight on October 17th. Four parachute flares were dropped, the first three failing to function.

Lieut. Harry Johnson returned this week from a period of detached service at Camp John Hay, and reported a pleasant trip.

Lieuts. Lindorff, Gabriel and H.G. Woodward are on detached service at Camp John Hay, Baguio.

On October 19th, Motion Pictures were shown of the Army and Navy bombing experiments off Hampton Roads.

Flying time for Clark Field during the week ending October 21st was 41 flights totalling 37 hours, 10 minutes.

Clark Field, Pampanga, P.I., Oct. 30.

The Third and Twenty-eighth Squadrons are now engaging in frequent night flights, which furnish a certain amount of excitement with their training. On the night of October 23rd two planes flew, the semblance of a bombing formation. Parachute flares were used to locate the target, which was at the extreme East end of the airdrome, and for landing. The first plane to take off, Lieut. Harry A. Johnson, pilot and Lieut. C. R. Evans, observer, was armed with ten Mark 2-A, seventeen pound bombs and Duplex Lewis Machine guns. Practice in aerial gunnery was anticipated but, due to failure of parachutes to function properly, could not be carried out. The second plane, piloted by Lieut. R. Baez with Lieut. W. S. Gravelly, observer, was armed with four parachute flares and four Mark-3, fifty pound bombs. Since this was the first attempt at night bombing on this field, the results were considered very good.

Social activities for the week terminated in a highly successful dance held in Bachelor quarters, Clark Field, Saturday night. Among other distinguished guests, the Air Officer, Major and Mrs. B. Q. Jones were present.

Lieut. Frank M. Bartlett returned from Sternberg General Hospital and is now on sick leave, Camp John Jay, Baguio. Lieut. H. G. Woodward is confined to the hospital at Camp John Hay. Lieut. T. J. Lindorff has received notification of his discharge and will probably leave for the States on the November Transport. Lieut. Pardy and family are now enroute to the States via Japan.

Flying time for Clark Field during the week was: One hundred twenty eight (128) flights totalling twenty-eight (28) hours.

Camp Nichols, Rizal, P. I., Oct. 14.

The sailing of the "Logan" for the United States was the event of the past week. Ninety-one Air Service enlisted men were among the passengers. The Air Service men who arrived on the "Logan" last week have been assigned to their new stations and fifty-four have reported here from the Casual Barracks at Fort McKinley.

Camp Nichols is gradually acquiring a more military appearance, altho partially completed buildings still give the casual visitor the impression that he is viewing an industrial plant under construction.

Lieut. Willis R. Taylor, Recreation Officer, is inaugurating a program of Athletics and entertainments for the benefit of the soldiers at the Field. Fifteen minutes of Mass Athletics, enthusiastically participated in by all concerned, including the Company Officers, starts the day. After dinner, Baseball, Track-work, Volley-ball, swimming and riding, serve to keep the soldier and his officers interested and happy. A piano has been purchased for the recreation hall, and in the evening a newly formed orchestra struggles to acquire sufficient proficiency to entitle it to be classed as "Entertainment" along with the Movies,

galloping dominoes and other nocturnal sports. To Miss Bain, of the Social Welfare Service, and Mr. Bott of the Y. M. C. A., much credit is due for their cooperation and assistance in promoting the welfare of the enlisted men at this station.

Aside from the foregoing, all that we do at Nichols is to attend schools in all Air Service technical and tactical subjects; build barracks and hangars, equip them and start shops, supply depots, etc., when the buildings are partly finished; carry on operations in the shops while they are being completed over our heads; re-organize the system of supply; inventory personnel, screws, bolts, airplanes and motor trucks and engage in incidentals, etc. It is truly said its a great life if you don't weaken, and we guess it must be great, for if any one has weakened around here they are keeping it quiet and giving a big push and heave to shove Camp Nichols into the front rank of Air Service stations.

Camp Nichols, Rizal, P. I., Oct. 23.

Captain George B. Patterson, Air Service, who has been on leave in China and Japan, returned this week. He collected many souvenirs during his visit, among which is a Chinese Counting Board, which he uses to great advantage in his duties as Post Adjutant.

First Lieuts. William S. Sullivan and Earling S. Norby have been granted leaves of absence to visit China and Japan, after which they will proceed on the U. S. A. T. "LOGAN" to San Francisco, for further orders.

On Thursday an entertainment and blow-out was held in the Post for all members of this command. A Filipino Theatrical Company furnished several good Vaudeville numbers. It is planned to have many of these "Occasions" in the future.

Kindley Field, Fort Mills, P. I., Oct. 23.

The weather for the past week has been ideal for flying. However, little flying was participated in, as the press of other work, such as completing inventories, cutting grass, and clearing the debris from the Patio, left by the last typhoon, superseded all other activities.

Master Sergeant John A. Downey, Staff Sergeants John T. Grimble, Edward Pennington, Charles A. Dotta and Private Clinton J. Miller reported to this station for duty upon arrival from the U. S. on the U.S.A. Transport "Logan".

Lieut. J. Y. York, in charge of the Armament Department at Camp Nichols, made a short inspection tour of the Armament Detachment at this station.

Captain I. H. Edwards has given up his desk in Headquarters and has been assigned to duty as Flight Commander of the Seaplane Flight.

Major Benjamin G. Weir, our new Commanding Officer, has been busy getting settled and making daily inspections of the field.

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

1st Lieuts. G. M. Palmer and White, Commanding Officers of the Provisional Airplane Maintenance and Motor Vehicle Companies, made a visit of inspection of their activities at Kindley Field on Friday. They made the trip from Paranaque Beach and return by seaplane.

Lieut. Harry Dinger, who is recuperating at Sternberg General Hospital from a broken leg sustained in a motorcycle accident last July, visited the post over the week end. Lieut. Dinger has been ordered to proceed to Letterman General Hospital, San Francisco, for further treatment, and it is hoped that the change of climate will result in a more rapid recovery.

Several flights were made to Paranaque Beach during the week. Flight Co. "A" is now maintaining a "Bus" schedule between this field and Camp Nichols, in order to accommodate commanding officers of the various provisional organizations who usually make weekly inspections of their activities at Kindley Field.

Luke Field, H. T., October, 1922.

From October 1 to October 31, 1922 the 5th Group (Composite), inclusive of Group Headquarters, 6th Squadron (Pursuit), 23rd Squadron (Bombardment), Air Park #10, Photo Section #11, A.I.O. #11, Quartermaster, Medical, and Signal Corps detachments, report the following items of interest to Air Service personnel at large.

Planes used by the Group include DeH-4Bs, JN6HG's, and HS2L seaplanes. Se5s for the 6th Squadron (Pursuit) and Martin Bombers for the 23rd Squadron (Bombardment) have been on order for a long period and an early shipment is contemplated. Two Loening Yachts will also be shipped from New York on or about February 1, 1923.

During the month air time was concentrated on aerial gunnery training for graduates of the Group Enlisted Gunners and Bombers School, who, when qualified in Lewis aerial gunnery, bombardment and communications, will become members of the Squadron air teams scheduled daily for tactical missions.

The annual program of operations and training was completed on August 31, leaving October free for participation in the Department maneuvers. Only a minimum of tactical missions were carried out subsequent to the announcement of postponement of the annual maneuvers. Nevertheless, 551 missions were completed for a total of 102 hours and 11 minutes in the air during the month, a decrease of nearly 50% as compared to normal operating conditions of previous months.

During the first week the 23rd Squadron completed its annual pistol practice, qualifying 5 experts, 8 sharpshooters, and 6 marksmen. Following the 23rd Squadron, the 6th Squadron and Group Headquarters qualified 2 experts, 4 sharpshooters, and 9 marksmen. The Air Park, which shot last, qualified 1 expert, 7 sharpshooters and 11 marksmen.

This field received its first shipment of Handley-Page wheels for DeH-4s during the month, and, after having become accustomed to the striking contrast, we wonder how a DeH could have been supported by its ^{former} bicycle equipment.

The best news we have had in a long time is the cheery bit of gossip emanating from the Construction Quartermaster hut to the effect that each succeeding week will bring forth another completed set of double married Officers' quarters.

The Luke Field football warriors trounced the Staff team from Schofield 13 to 7 in a pre-league game, and then proceeded to annex a victory from Fort Kamehameha in their initial league encounter. Our team romped home 37 to zero. Followed then a postponement with no outside games in the offing.

On October 16th, Lieutenant Earle H. Manzelman met his death in a crash in Kipapa Gulch, after having struck the high tension wires which span the gap at 200 feet altitude. His plane, a new DeH-4B, was being tested prior to shipment to the 6th Squadron, and from the subsequent investigation, the fact that he was having motor trouble caused him to glance in the cockpit to test his switches at precisely the moment the collision with the wire occurred. With his right wing practically torn away and motor actually lassoed by the heavy wires, the crash was inevitable. Several eye witnesses rushed to the wreck and pulled both occupants out just as the gas tank burst into flames. Lieut. Manzelman died twenty minutes later and his passenger, Private Hodson is well on the way to recovery in the Tripler General Hospital. Lieut. Manzelman has been a member of the 5th Group since January, 1920 and has participated regularly in every type of mission flown by the Group. An excellent pilot, thorough gentleman and capable soldier, his death is a great loss to the Group.

On October 30, while returning to the field from an individual attack mission with Sergeant Ross L. Owen, gunner, Lieut. Thomas V. Hynes, our genial and popular Group Adjutant, dove to his death in the waters of Pearl Harbor, following an air collision with a JN6HG piloted by Capt. T. W. Allen from Wheeler Field.

The collision occurred at about 200 feet over the Ferry Slip of Luke Field. Lieut. Hynes' body was recovered forty-five minutes later and Sergeant Owens could not be located until a diver from the Pearl Harbor Naval Station brought his remains up some four hours after the crash. Captain Allen and his passenger, Lieut. Hebbard, are both recovering rapidly in the Tripler General Hospital.

Lieut. Hynes joined the Group in January, 1920, after having served over a year in France at Tours, Amanty, Chatillon-sur-Seine, Toul and Weisenthum and Sensig, Germany. He carried out several missions with the old 135th Squadron before the Armistice and was then assigned to the 85th Squadron for transfer to Germany. His air experience was wide and diversified, he having had an unusual amount of air time on Sopwiths, Salmsons, DeHs, A.R.s, Fokkers, etc. His knowledge of tactics has been thoroughly gained from participation in pursuit, bombardment, observation and attack missions. The loss of Lts. Hynes and Manzelman leaves the 5th Group in deep sorrow.

The Hallow'een Carnival staged by the Officers Club Saturday night, the 28th, was as unique as it was successful. Costumes were the vogue. Many types and varieties were in evidence. Excellent music was supplied by the talented Marine orchestra from Pearl Harbor.

Officers from Luke Field, who have applied for separation from the service and who are to return on the U. S. A. T. "Thomas" early in November, include Captain William A. Bevan, Lts. W. D. Williams, Carl B. Fry, Ross C. Kirkpatrick, George W. Snow, N. R. Laughinghouse, and S. O. Carter.

Major George H. Peabody also returns on the "Thomas" for observation and treatment in the Letterman General Hospital. Since assuming command of the 5th Group and Luke Field, Major Peabody has been in ill health, and it is felt that the climate in the States will be more conducive to an early recovery. Captain George E. Stratemeyer assumes command in the absence of Major Peabody.

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

For the few times in the history of aviation on North Island, we have a real Quartermaster, Major H. D. Munnikhuisen, who reported here from Ross Field. From the looks of things, we will soon have as fine a policed post as you will find anywhere. An old-timer was heard to remark: "Day by day in every way the post is looking better and better."

Lieut. Vanaman left for the Philippines about two weeks ago, and every one here wishes him the best of luck and a pleasant voyage. The bunch is wondering if they have installed indoor golf links on the transports. If not, poor Van will be out of luck for passtime, as he can play golf much better than some of the other indoor sports generally carried on when far out at sea.

Lieut. McCulloch is also busy just now getting ready to sail on the transport sailing January 9th, for the land of the Hula Hula girls. Lieut. McCulloch has been stationed here since 1917, and will be missed, as he was considered one of the old-timers. Mac is also a golf bug and we hope he will be able to keep up his game between trips to Wakekee Beach and his regular duties.

Captain Leland O. W. Moore, M.C., is under orders to sail for the Philippines on the January transport.

First Lieut. Lowell H. Smith, reported here for duty and has been detailed as Chief Engineer Officer, filling the vacancy made by Lieut. Vanaman's departure.

Lieut. J. P. Richter, room-mate and one of Lieut. Webber's most intimate friends, returned from Nogales, Arizona, last week, having remained behind to follow up any clue which might lead to the recovery of Lieut. Webber's lost plane.

While the plans for holding a Christmas Tree for the kiddies on this field were called off on account of the loss of Colonel Marshall and Lieut. Webber, and all social activities were cancelled during the search, the Commanding Officer followed the custom of the service and received the officers and their families at the New Year Reception.

Air Service, Tenn. Natl. Guard, Nashville, Tenn. Dec. 19.

Despite nearly two weeks of unfavorable weather we have managed to do some flying, mostly formation work. In addition, we have had two visitors during the past week. On Friday, December 15, Major Follett Bradley, from the Air Service Technical School, landed at Blackwood Field en route to Montgomery. He remained over night and pushed off for his destination early Saturday morning. On Sunday afternoon Lieutenant Amberg, of the 88th Squadron at Fairfield, arrived here en route to Miami, Florida. He, too, spent the night with us and left for Montgomery early next day.

On December 18th, a squadron plane with Lieut. Blackard as Pilot and Lieut. Jetton as Observer left for Reelfoot Lake, where they will spend several days on a duck hunt. They promised to kill their limit every day and to ship several dozen of the wild game back to their friends.

For Xmas Eve arrangements were made with the churches and civic clubs of Gallatin, Franklin, Lebanon and Murfreesboro to have Santa Claus visit the kiddies via airplane. The towns were to furnish a large Xmas tree and toys for the youngsters and Old Nick was to visit them in an airplane and give away toys.

The railroads have turned a deaf ear to our request that they paint the names of towns on the roofs of their stations. But we are not through yet! The matter is being taken up through the Rotary Club and it is hoped to have this club in each town put the scheme across. The railroads will permit names to be painted on the roofs but they will not pay the bill.

On Wednesday night, December 13, Lieut. Meloy addressed the Reserve Officers Association of Mifflin Tennessee on the subject of "Air Service, past, present and future."

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 3, 1923.

CONSERVING OUR NATIONAL FORESTS.

According to a report received from the Air Officer of the 9th Corps Area on the aerial forest fire patrol for the 1922 season, the government expended approximately \$52,000 to maintain an aerial patrol over the forests in Oregon, a State possessing about one-fifth of the standing timber in the United States and leading all other states in the Union in this regard.

The protection of Oregon's timber means the conservation of her greatest natural wealth, the source of her largest revenue - in short, the backbone of her economic independence. The airplane patrol covered the Oregon, Santiam, Cascade, Sinskawm, Umpqua, Siskiyou and Crater National Forests, as well as privately-owned and State timber holdings, covering approximately 9,940,000 acres and containing some 373,560,000,000 feet of timber. It is roughly estimated that the value of the timber within this district amounts to half a billion dollars.

Delving here into arithmetic just a little, we find that the protection of this great wealth was strengthened and intensified by this aerial patrol at the insignificant cost to the government of ten cents for every \$1,000 worth of standing timber. We can hardly conceive of a cheaper form of insurance than this.

This sum of \$52,000 represents just a little more than twice the damage caused by one fire during the past summer in California, a State that had the benefit of aerial forest fire patrol for only a brief period. There was an understanding between the Commanding General of the 9th Corps Area and the Forest Service, whereby the Air Service would furnish assistance in California in cases of extreme emergency only, when individual planes equipped with radio would be sent out over especially serious fires for reconnaissance flights. Local forest officers of the California National Forest believe that the Grindstone Fire, which occurred on September 11th, and which started in a blind area, not visible to regular look-outs on the forest, would have been discovered in its incipency if the air patrol had been in effect. This fire, the largest in California for ten years, covered approximately 40,000 acree and cost \$23,000 to suppress.

The significance of aerial forest fire patrol is very real to those States which have experienced its benefits. These States know from actual experience that the fire-fighting airplane is an agency by means of which the virtual sacrifice of vast stands of timber, together with the drastic financial losses resulting therefrom, may be averted.

In view of the economy program outlined by the War Department, calling for a reduction of airplanes, personnel and equipment, it was first believed that no air patrol could be provided. The Air Service in the 9th Corps Area had been reduced from six squadrons, approximating 40 officers and 630 enlisted men, to but one squadron, the 91st (Observation), comprising 12 officers and 160 enlisted men, assigned and attached. Upon this organization and the personnel available at Mather Field, Mills, Calif., consisting of approximately 13 officers and 60 enlisted men, devolved the responsibility of executing a program which called for Air Service cooperation at 13 summer training camps, extending over the period from June 15th to August 27th, and necessitating a distribution of Air Service personnel from Camp Lewis, Washington, in the north, to the Presidio of Monterey in the South, and extending as far east as Salt Lake City, Utah. This was in addition to cooperation with the Coast Defenses of San Francisco and the conduct of the necessary routine duties. Later in the season, however, when Oregon again found herself confronted with a difficult fire situation, she made such urgent and insistent requests for the resumption of aerial patrol that the War Department finally decided to grant her request. Obviously, with only the above limited personnel available, it meant that such patrol would necessarily have to be operated on a much smaller scale than had been the case during the past three years. Accordingly, cooperation with the Forest Service in fighting fires was confined almost entirely to Western Oregon.

The aerial patrol in Oregon was conducted by a detachment of 4 officers and 25 enlisted men of the 91st Squadron, and two officers from Mather Field. Five officers and eight enlisted men of this detachment arrived via airplane at the Municipal Landing Field at Eugene, Oregon, the headquarters, on the morning of July 15th, about 24 hours after authority for patrols had been received. The remainder of the detachment, accompanying a motor convoy of nine vehicles, arrived in Eugene on July 20th.

The radio station immediately installed at Roseburg, Oregon, was discontinued several days later, as, with the method of patrols inaugurated, the use of radio was not considered of sufficient importance to warrant its operation. Landing fields were maintained at Medford, Roseburg, Salem and Portland, but no sub-bases were established.

Patrols were begun out of Eugene on July 17th, and were continued until September 26th. Patrol operations were officially closed on October 3rd, and all Air Service personnel engaged on this work returned to their home station by October 6th.

The system of patrols used this year marked a radical departure from the organized patrols operated during the last three years. Formerly, patrols were flown daily (weather permitting) at regular intervals over certain designated patrol routes, between definitely established bases and sub-bases. The observers at that time were either civilians (most of them Air Service Reserve Officers) employed by the Forest Service, or Air Service enlisted men who had been trained especially for this work. Radio, the chief means of communication, was an absolutely indispensable feature of this system, and was developed to a valuable and important degree.

Under the system inaugurated for this year, however, instead of flying over the regular patrol routes, planes were held at Eugene, Oregon, subject to the call of Forestry officials, and were used at different times for scouting purposes during unusually hazardous fire periods, for reconnaissance flights, etc. State District Wardens and Forest Supervisors acted as observers on trips made over their particular districts. Planes were also made subject to call by Federal, State and private forest protective agencies, and all arrangements for flights were made with Captain Lowell H. Smith, Commanding Officer of the Air Service Detachment.

With forestry officials acting as observers, the employment of trained observers for patrol duty was obviated. These officials were, of course, thoroughly familiar with the territory flown over, and were able to locate fires within their districts at an estimated average accuracy of 95%, which meant that most of the fires discovered were placed within one-quarter of a mile of their actual location. Moreover, under this plan, the forester himself obtained the necessary information concerning the location and status of a fire which would, under the former method of patrols, have been communicated to him by radio through a Forestry Liaison Officer.

Although the value of aerial patrol was evident to forest administrative officials from the first, there appeared to be an attitude of criticism against, if not actual opposition to, this activity on the part of many field forestry officials, due in part to objections, which, as a rule, follow in the wake of innovations along any line of accomplishment - the tendency to cling with jealous tenacity to the old established order of things. This spirit naturally fostered indifference to the aerial patrol, many questioning its value, and making derogatory reports on the results accomplished. This was due more than anything else to the lack of familiarity of a large number of the forestry field force as to the actual value of the work and the results accomplished thereby. Moreover, a great many of these men had no opportunity of personally testing the efficacy of the fire-fighting airplane, nor had they ever come in personal contact with the Air Service personnel engaged in the work of fire protection.

This year approximately 75 District Fire Wardens, Forest Supervisors and other Forestry officials from all over Western Oregon made patrol flights. As a result of this personal patrol experience, the negative, or apathetic, attitude toward aerial patrol has been completely overcome, as attested to by the expressions of appreciation of the value of this work from many of the men who had been most skeptical as to its worth. Furthermore, among those foresters who championed aerial patrol from the first, their appreciation of this activity was strengthened as a result of the satisfaction they experienced in being able to personally observe fires, for the checking of which they were responsible. They thus obtained

in the most direct way possible invaluable information as to slopes, underbrush, direction of winds, and proximity of valuable timber to the fire zone, and were able, immediately upon landing, to intelligently organize their fire-fighting force in such a way as to provide for the most effective and expeditious suppressive measures. The possibility of incorrect reports by lookouts and fire wardens was also greatly lessened, since it was never known when a Forest Supervisor might make a flight over the territory about which fire reports had been received, at which time such reports could be either verified or disapproved.

The aerial patrols as conducted during the past season were not only economical from a financial standpoint but also tended to conserve the physical and nervous energies of the personnel actively engaged in this work. When a pilot is assigned to a definite patrol, averaging a duration of from two to three hours over the most difficult kind of terrain - a patrol which he must fly every other day, weather permitting, for approximately 2½ months, it means a tremendous tax on his physical and nervous forces. This year the pilots were called upon to fly only when it was absolutely necessary, which meant that during the season there were occasional intervals of from two to three days at a time when, due to slight fire hazard, no flying was required. The relaxation thus provided by these rest periods greatly reduced the physical and nervous strain of patrol flying.

It must be borne in mind that the conditions surrounding the forest patrol activities are probably unlike anything else in the United States. Owing to the extremely hazardous nature of the work, the highest class of flying and mechanical personnel is indispensable. Ninety percent of the flying is done over rough mountainous country, the character of which means certain loss of the airplane and probable loss of life in case of forced landings. Most of the forested areas are of this nature, and it is a difficult thing for a pilot to fly from one to three hours and never be within gliding distance of a landing place.

From the standpoint of the Air Service, the system of patrols used during the past season compares unfavorably with the patrols of other years, in that it minimized the importance of radio communication. The practical use of radio and the extent to which it was developed constituted one of the most valuable features of the original plan of aerial patrol and provided training of the utmost importance to Air Service personnel. While the use of radio as a means of fire communication was negligible the past season, the Air Service personnel at Eugene made excellent use of their radio facilities in another way. By means of an SCR 73 set, installed on a radio operating truck, regular radio concerts and lectures on fire prevention were broadcasted from Eugene three times a week, and were picked up by hundreds of amateur radio operators throughout the North and Northwest, and were also given considerable publicity in the local press.

In the opinion of the Air Officer of the 9th Corps Area, future systems of aerial patrol should include as a necessary part of operations the practical use of radio and its development to the greatest possible degree. In summarizing a comparison of the two methods of patrol, he believes that, considering the limited personnel and equipment available, the system of patrols used during the past season was more effective than a regular patrol would have been under similar circumstances.

Going briefly into the actual accomplishments of the Air Service detachment while engaged on this forest fire patrol work, we find first of all that there were no fatalities amongst the personnel, nor were any injuries sustained in the total number of 294 patrols flown. The total area observed was about 2,153,370 square miles; the total number of miles flown, 36,121, and the actual flying time 361 hours and 50 minutes. A total of 458 fires were discovered, of which number it is estimated that approximately 114 fires were discovered first by airplane. Fires were located with an average accuracy of 95%. The average number of officers on duty was 9; the average number of enlisted men, 28, and the average number of airplanes in commission, 10. There were no forced landings, but three planes were crashed, all of them while about to make landings, one wreck being due principally to dry rot in the landing gear, one blowing a tire which resulted in a broken axle, and one breaking a wheel which caused the plane to nose over and break the propeller.

Getting down to actual facts and figures, the following itemized statement shows the cost of the aerial patrol during the past season:

Airplanes and Engines:

Depreciation of eight airplanes and motors based on
approximately 400 hours' flying time \$15,000.00

NOI.082 SYAVRIA

Complete destruction of two airplanes	\$20,000.00
Complete destruction of one motor	5,000.00
Overhaul of five motors	1,250.00
Motor Transportation:	
Depreciation of 3 automobiles	450.00
Depreciation of 5 trucks	550.00
Rail transportation:	
Eleven enlisted men from Eugene, Oregon, to Crissy Field, San Francisco, Calif., at \$24.00 each	264.00
Commutation of rations:	
Twenty-five men on commutation for 82 days at \$1.98 per day	3,997.50
Gasoline and Oil:	
Aviation gasoline	3,600.00
Aviation oil	900.00
Motor transport gas and oil	410.00
Express shipments	216.00
Radio equipment and maintenance of motor transportation	50.00
Total	\$51,687.50

With regard to the aerial patrol over California, alluded to in the fourth paragraph, patrols were flown out of Montague, Calif., over Siskiyou and Modoc National Forests, where electrical disturbances and incendiary fires necessitated especially stringent suppressive measures. With two Air Service officers as pilots and with foresters as observers, one patrol a day was flown over this territory for approximately two weeks, beginning August 17th. On only one other occasion did the California Forest Service request the assistance of the Air Service, this being in connection with a very serious fire in the Santa Barbara National Forest. Two officers from Rockwell Field, San Diego, Calif., flew patrols over this forest for one week.

The following excerpts, taken from the report, are given to demonstrate the urgency of an aerial patrol over our National Forests during the period of the year when extreme fire hazards exist:

One of the reasons why aerial patrol has proved of such great value to the Forest Service lies in the fact that it provides an unparalleled means for the discovery of fires. The aerial observer by the very reason of his position, is not only able to discover in their incipiency fires in the open country, but is also able to detect in obscure places small fires which, due to their location, could not possibly be visible to the ground lookout until they had reached sufficient proportions to represent a genuine menace. When a lookout's territory becomes obscured by a smoke screen, his value as a fire detection agency is either nullified altogether or rendered negligible. For instance, this season an aerial observer discovered within four miles of a lookout a 400-acre fire, which had been burning for at least two days, but which, due to smoky atmospheric conditions, had been entirely invisible to the lookout on the mountain top.

When a fire has gained sufficient headway to necessitate the organization of a fire-fighting force for its suppression, the use of the airplane for reconnaissance purposes is invaluable. A proof of the more effective fire suppression, resulting from the intelligent and comprehensive view of fire situations made possible by the reconnaissance airplane, is established by the fact that, although there were only 24 more fires in Oregon in the three years preceding aerial fire patrol than in the three subsequent years, the territory burned over was reduced from 459,412 acres to 166,137 acres, or by 62%. In California for the same periods there was a reduction of 27% in territory burned over, the acreage having been cut down from 763,391 to 562,315.

The "psychological" or moral value of air patrol on those persons (campers, tourists, hunters, fishermen, stockmen, etc.) whose carelessness or wilfulness in disregarding laws is responsible for such a large number of fires, is shown in the reduction of the number of fires resulting from lumbering and brush-burning. With special patrols that hover around a new fire soon after it starts, to investigate the probable cause, it shows conclusively to the general public that Uncle Sam has his eyes open, and the effect is beneficial. In one district

three convictions were secured as a result of information obtained by the District Warden while on patrol. It is the amazing reduction in the number of incendiary fires which proves the morally prohibitive effect of airplane patrol. The number of fires in California resulting from this cause has been reduced from 556 during the years 1916 to 1919, inclusive, to 187 for 1919 to 1921, inclusive. In Oregon, for the same period, the number has been lowered from 599 to 185, making an average reduction for these two States of 70% in the number of incendiary fires since aerial patrol has been in operation. The almost total absence of aerial patrol in California for the past year was, in the opinion of the California Forester, responsible for an increase of 23% in the number of incendiary fires in that State during 1922 over the number in 1921.

Insofar as the Air Service is concerned, the chief value of aerial patrol lies in the training it affords Air Service personnel. In the performance of this work, the essential characteristics of which closely simulate war-time requirements, peace-time training is provided for the personnel of an Observation Squadron of the very highest order. Pilots and enlisted men share equally in the benefits of this training; for the mechanics who are responsible for the maintenance of airplanes know that there is no more hazardous flying performed anywhere in the United States in the line of duty than on aerial forest patrol. Each one realized, therefore, that his work must be performed with the utmost conscientiousness and thoroughness if the element of danger in flying over forested areas is to be reduced to the minimum. Further, the realization that, in conducting aerial patrol they are rendering a practical service of great benefit to the country at large, stimulates the morale of the personnel assigned to this duty, and is responsible for the success of patrol activities, notwithstanding serious handicaps such as this year's extreme shortage of personnel. The training the 91st Squadron received in the aerial forest fire patrol has surpassed anything that could have been accomplished in school or garrison duties, and in any national emergency this training would prove of inestimable value.

The average person's mind cannot conceive a million acres, or a million board feet of lumber or even a million dollars. But anyone who can conceive a careless camp fire in the woods, or a careless cigarette stub thrown away, and then takes an airplane ride over one of those tornadoes of flame and smoke, politely called a "forest fire", taking everything before it, including thousands of acres of fine standing timber, sometimes human life, darkening the sun by day and lighting the whole country at night, and then realize that all this could have been averted by a single airplane flight of two men, at no great expense, he can be readily converted to the value of forest patrol. A person never seeing a large forest fire, which has burned for weeks and gotten under real headway, cannot have an idea as to their real character or the damage they cause. All big fires were originally small and preventable. It is no idle boast that if the entire airplane patrol of 1922, or any other year, was instrumental in preventing one SINGLE LARGE FIRE, it would reimburse the nation for the aggregate cost of all forest patrol since 1919 out of the money saved in timber conservation. The tragedy lies in the fact that the public cannot be educated up to the point of demanding annual forest patrol over the Western States.

In concluding his report, the Air Officer, 9th Corps Area, (Lt.-Col. W.E. Gillmore, A.S.) makes the following recommendations:

a. That radio sets with a sending radius of 150 miles be perfected for use on patrol work in connection with local control stations, all airplanes sending in their locations at intervals while on flights - this as a means of giving added training to all personnel.

b. That request be made on the U.S. Forestry Service for a large scale map showing the natural characteristics, with accurate indication and designation of forest areas; this map to be suitable for photographing and mounting on aluminum plates for practical flying work.

c. That the new system of special patrols now in use be continued, but that it be augmented by a definite training schedule for enlisted men as aerial observers in observation, radio and gunnery, and by so doing increase the military value of the patrol. The only factors involved by this training would be the additional personnel, additional allowance of flying pay for enlisted men, and additional equipment, which is already available.

d. That provision be made for a permanent forest patrol personnel, outside of the troops needed at Crissy Field and elsewhere in the 9th Corps Area, of 125 men, to be stationed as follows: Eugene, Ore., 65 men; Medford, Ore., 30 men; Camp Lewis, Wash., 20 men, and Northern California, 10 men. These details would allow for ample radio control stations and radio communication between San Francisco and Camp Lewis.

e. That steel hangars be erected at the three stations mentioned above for housing government airplanes and equipment.

f. That due to the hazardous nature of the work and the extreme importance of first class airplane maintenance and condition, the personnel should be especially selected for this duty and should possess the highest flying and mechanical qualifications.

g. That steps be taken by the War Department, if possible, to authorize forest patrols yearly in sufficient time to permit of proper preparation therefor. During every season in the past, forest patrol operations were handicapped by circumstances resulting from too much haste in preparation, due to the fact that patrols were always authorized at the last minute and arrangements were made at the last minute. By establishing yearly patrols, plans could be made in plenty of time and a high state of efficiency reached.

LANGLEY FIELD TACTICAL STUDENTS HAVE ROUGH AIR VOYAGE.

A flight of six Martin Bombers recently carried 19 members of the Air Service Tactical School from Langley Field, Va. to Aberdeen Proving Grounds, Md. The day (Thursday) was beautifully clear and smooth, flying over the waters of the Chesapeake, but bitterly cold, and, "sitting out on the front porch" of a Martin, one failed to appreciate the passing scenery. After landing in two three-ship formations at Aberdeen, the entire party was hustled into waiting busses, and carried out to the experimental bomb testing range. After witnessing several interesting demonstrations, the party proceeded to the Camera Obscura range, lunch being served enroute. After watching a Martin and a DH drop several bombs of different types, the party returned to the bomb storage warehouses, and thence to the museum. Next morning the party left for Edgewood and spent a very interesting and instructive day, gaining an insight upon the problems of gas warfare. Returning to Aberdeen in the afternoon, the flight took off for Bolling Field. Returning home Sunday was one of the roughest trips in the experience of the most aged veterans. Low hanging clouds, a high wind and squalls of rain leagued forces in an effort to make everyone miserable. The airmen, through these lines, wish to express their sincere appreciation and thanks to the officers of Aberdeen and Edgewood for the delightful stay at those places.

RADIO DEMONSTRATIONS AT LANGLEY FIELD

The Bombardment Group at Langley Field conducted several excellent radio demonstrations for the benefit of the Tactical School. Phones were used with remarkable success in the two Martin Bombers working the problem.

BROOKS FIELD STUDENTS COMMENCE FLYING TRAINING.

After passing the ordeal of Ground School, those officers and cadets of the September, 1922, class at the Primary Flying School at Brooks Field, San Antonio, Texas, who were successful in completing the course, were highly pleased when flying instruction started on the morning of January 3rd. From that date the noise of humming motors has been heard continuously from 7:30 a.m., until 11:30 a.m., with the exception of Saturday morning. Twenty-one instructors have each been assigned approximately six students, and the instructors seem as well pleased as the students since flying began. Among the instructors are two officers who have just finished instruction at the Advanced School - 1st Lieut. R. G. Breene and 2nd Lieut. R. W. C. Wimsatt.

PRESENCE OF MIND SAVES LIVES OF AIRMEN.

Finding that he had lost the vertical control of his plane when he was about a thousand feet in the air, Lieut. James L. Grisham of the Army Air Service stationed at Langley Field, Va., did not lose heart, grow panicky, or throw up his hands and resign himself to the inevitable. Instead, to quote the language

of the street, "he used the old bean", and exhibiting rare presence of mind and great skill in handling his disabled plane, in which he was ably assisted by his mechanic, he made a successful landing without injury to himself or to the two members of his crew, Corp. Philip J. Daley and Pvt. Walter W. Kelly, and lives to tell the tale.

Lieut. Grisham's testimony regarding this incident is as follows:

"While testing an MBS-1, a bombing plane, on January 9th, in the vicinity of Virginia Beach, at an altitude of 1,000 feet, I balanced my ship on its fore and aft axis by means of the adjustable stabilizer and flew it for about five minutes with my feet and hands off the controls to assure myself that the ship was properly balanced.

After having satisfied myself of its stability, I took control and headed it toward the Field. Suddenly, and without one moment's notice, the steering column fell against the dash. My first impression was that my tail group was in an upward current or bump and that I would soon regain control. To assure myself of this fact, I drew the column back against my stomach and found that I had no vertical control of my ship. Realizing this, I immediately concluded that it would be necessary to work it down with a combination of motors and adjustable stabilizer, which I accomplished in the following manner:

Shutting off my motors, I quickly arranged with my mechanic by voice that he was to handle the motors and when I yelled "motors" he was to put them on in full force. When I again yelled "motors" he was to shut them off. With this understanding I took the steering column, which still retained the aileron controls, with my right hand, and with my left hand on the adjustable stabilizer held the ship until it began to stall, when I yelled "motors". The mechanic put them on at full force and held the ship in stall until I could reel in my adjustable stabilizer and bring the ship's nose back to a level position. In doing this, I found that I was inclined to over-control the adjustable stabilizer each time, with the result that I would go from a stall into a nose dive. As soon as the ship started into a nose dive I would yell for the mechanic to shut off the motors and while the ship was diving would reel my adjustable stabilizer down and in this manner bring the ship back again to a level position. I continued this practice until I had brought the ship to about 30 feet from the ground when I leveled it off, shut off the motors and allowed it to stall when falling to the ground.

In concluding, let me say that the whole process was a combination of using the adjustable stabilizer and motors. My mechanic, Corp. Philip J. Daley, was of untold assistance to me and without him I could not have accomplished the feat."

In a letter to Lieutenant Grisham, commending him for his coolness and skill in this emergency, General Patrick, Chief of Air Service, stated:

"The feat which you performed is considered to be a most remarkable one and indicates great presence of mind and skill on your part and on the part of the mechanic who was with you at the time. It is just such an incident as this which proves the value of the training and discipline given to our Air Service officers and men."

NATIONAL GUARD OFFICERS ARRIVE AT BROOKS FIELD FOR TRAINING.

The following-named National Guard officers reported to Brooks Field, San Antonio, Texas, for primary flying training:

Captain Benjamin R. Jacobi and 1st Lieut. Raphael R. Dieden from Indiana; 1st Lieuts. Joe F. Westover, Ralph F. Jerome and 2nd Lieut. John J. Hinkens from Minnesota; 2nd Lieuts. William N. Finley, Obe W. Carman and Edwin C. Brockenbough from Maryland, and 2nd Lieut. Joseph K. Barber from Massachusetts.

Many of these officers were in the Air Service during the World War, and in their cases their flying instruction will be in the nature of refresher training. The remainder of these officers will take the regular flying course in the morning and ground school instruction in the afternoon.

AIR SERVICE ACTIVITIES SHOWN THROUGH MOVIES.

A series of short motion picture subjects showing the activities of the Air Service are now being released as part of the Pathe Review. This series has been in the course of preparation at Mitchel Field, L. I., New York, for the past two months, and is appearing under the title of "The Cavalry of the Air".

Each subject treats of a different phase of the work at an Air Service station. The first of the series has been sub-titled "Contact", and is in both normal and slow motion photography. It shows the proper method of pulling the propeller through on a DH and the care and skill that must be exercised to avoid injury. The actual starting of the propeller is shown very graphically in slow motion photography, and it is possible to see the man's hand leave the blade of the propeller. Later it is projected making pictures of this same subject in maximum slow motion photography, as it is believed that a picture of this nature would have an educational value for men who are required to do this work.

The second of the series will show a popular conception of the engineering features of an airplane, and the meaning of the various angles will be explained in a manner readily understandable to the lay mind. This subject will give the average citizen a general idea of the theory of flight. Incorporated in the subject are interesting items pertaining to construction, particularly as to the bridging used in the wings.

The third of the series will show the functioning of the Medical Research Laboratory at Mitchel Field and the rigid physical examination and tests aviators are subjected to before they are permitted to fly. In this subject views of the Orientator in actual use will appear. This subject shows clearly the care taken by the Air Service and its allied medical branch to safeguard the lives of the pilots and minimize accidents.

As weather and other conditions permit, this series will be added to, and it is intended carrying it through the summer season during the training of the National Guard and the Officers' Reserve Corps. It is believed that this type of publicity will have a tendency to stimulate interest in Air Service training.

FLYING TIME OF BROOKS FIELD PILOTS.

The flying time for the calendar year 1922 of permanent officers of the Air Service Primary Flying School at Brooks Field, San Antonio, Texas, has been published by the Flying Department. First Lieut. John D. Corkille, Air Service, test pilot, heads the list with 475 hours in the air. This includes time in every available type of ship. Forty percent of the permanent officers averaged over 200 hours in the air.

AERONAUTICAL EXHIBITION IN PARIS.

The salient feature of the Aeronautical Exhibition, held in Paris from December 18th to January 2nd, was the large number of commercial airplanes exhibited and the relatively few military exhibits, in striking contrast with the show of 1919-20. Last year's show formed a link between the two, but it now seems that commercial aviation reigns supreme. This exhibition, the 8th of its kind, was formally opened by the Under Secretary of State for Aviation - M. Laurent-Eynac. The large majority of the exhibits were French, and while the show was far superior to that of last year, it was a disappointment from the international point of view, only one British, one Italian and one Dutch firm exhibiting airplanes. One of the attractions of the Show was the Pescara Helicopter, which has already achieved a measure of success. There were many examples of all-metal construction in the exhibition. The advantages and pleasures of air travel were set forth in a very comprehensive manner through photographs, diagrams, etc. Walking through the long galleries, the visitor could see the principal air routes of the world illustrated by apparently sunlit panorama, with groups of model figures, large photographs and mosaic maps taken from the air. In one of the galleries there was exhibited the development of motorless flight, illustrated by several French gliders.

During the period from December 18th to 22nd, there was held the first Congress of Societies affiliated with the French Aero Club.

GRADUATION EXERCISES FOR ADVANCED FLYING STUDENTS.

Graduation exercises for the class of 65 students attending the Air Service Advanced Flying School at Kelly Field, San Antonio, Texas, were held on December 21st. Lieut. Colonel Culver, Corps Area Air Officer; Lieut. Colonel Howard, Commandant; and Major Lewis H. Brereton, Assistant Commandant, addressed the class. Col. Culver presented the members of the graduating class with graduation certificates.

The Bombardment graduates comprised: Major Charles J. Browne, Captains William E. Lynd and Joseph H. Davidson, 1st Lieuts. Ross F. Cole and Harry J. Martin, 2nd Lieuts. Charles L. Williams and Robert W.C. Wimsatt, Lieut. Tehsieh Shen (Chinese Navy), Lieut. Von Paulson (Coast Guard), Lieut. Eduardo Laborde (Cuban Army), and Cadets Herbert M. Newstrom, Winston A. Blizzard, G. L. Davasher, Richard W. Phillips, Oscar P. Hebert and Edward A. Rees.

The Observation graduates were as follows: Major Hugh J. Knerr, Captain Donald Wilson, 1st Lieuts. Raymond S. Jett, Charles McK. Robinson, James B. Carroll, Raymond C. Zettle, 2nd Lieuts. Lawrence J. Carr, Frank T. Honsinger, Arnold H. Rich, Leroy Ponton de Arce, David W. Goodrich, Donald B. Phillips, Cadets Anton Hruza, Ross N. Nuguet, Leland L. Jonas, John F. McGowan, Edwin Matucha, J.F. Milatzo, G.W. O'Connor, John F. Riddle, F.M. Seward, Robert C. Ashley, John B. Boussard, Charles R. Bowman, Arthur L. Caperton, Edward H. Conerton, Robert H. Fatt, L.D. Fredericks, Herbert Gamble, John B. Giles, L.C. Goldsmith, Wayne S. Green, Paul R. Greenhalgh, Paul E. Holdbrook, Stanley C. Huffman, George C. McGinley, Oliver R. McNeal, Hugh L. Mays, H. C. Munson, Russell Pyles, Henry T. Scott and J.J. Welker.

The Pursuit graduates were: 1st Lieuts. Alvin C. Kincaid, Aubrey C. Strickland, Cadets Raymond H. Harris, L.N. Thomas, D.G. Warner and Lee Q. Wasser.

Lieut. Shen (Chinese Navy) left Kelly Field for San Francisco, to return to China. Lieut. Laborde (Cuban Army) departed for Rantoul, Ill., and Lieut. Von Paulson (Coast Guard) for station at Boston, Mass.

THE REJUVENATION OF MITCHEL FIELD.

Nineteen-twenty-two has seen a great change in Mitchel Field. As the year started the post gave the impression of being ready for "salvage". Buildings were unpainted, roads were merely mud and ruts, sidewalks were unknown, and the hangars, then located in a sea of mud, leaked to a degree where they offered practically no protection to the planes and equipment.

This condition was due in a considerable degree to the uncertainty of the future of Mitchel Field. Sometime before the field had been ordered abandoned, and maintenance work had stopped never to have been effectively resumed. With the beginning of 1922 the work was started with a rush. By April the roads were placed in serviceable condition and every building painted. During this time one Pursuit and one Bombardment squadron were recruited, organized, and forwarded to France Field, Panama Canal Zone. June marked the beginning of intensive training, not only for the post, but for the Officers' Reserve Corps and the National Guard. While this training was in progress, and without interfering with it, the hangars were moved to form a straight line, re-roofed, and concrete laid between them. A tarvia road was laid the length of the flying field in front of the hangars. This eliminated a dangerous fire hazard and made it possible to maintain the ships and hangars in a presentable condition.

Immediately upon the completion of the summer season of training, extensive war maneuvers in conjunction with the Coast Artillery Corps, Field Artillery and Officers' Reserve Corps commenced. At the same time the laying of a system of sidewalks, totalling over two miles, were started. These sidewalks were completed two months later.

As men could be spared throughout the year their services were used in the construction of a consolidated mess hall and a coal trestle. Both of these are practically completed, and when put in operation will reduce the culinary work to one-half and the coal carting and passing to one-third.

At the start of the year there was an acute shortage of officers and non-commissioned officers' quarters. By energetic construction work in remodeling temporary barracks, this shortage has been overcome, and now all married members of the garrison are comfortably housed. The Officers' Club has been enlarged and improved; the noncommissioned officers' quarters now have a comfortable and attractive club house, and the Enlisted Men's Club, formerly a Red Cross House, has been renovated.

During the year military training was carried on without interruption. Incident to the reorganization of the Army after the Armistice, many enlisted men were found who had served one or more years in mechanical and clerical positions without receiving the basic military training which in other days they would have gotten at a recruit depot before being assigned to duty. In view of this condition it was necessary to determine the training that each man had received, in order

that those deficient could be grounded in the routine duties of a soldier.

Mitchel Field is proud of what has been accomplished in the year that has passed. It feels that it no longer need suffer by comparison with other Army posts and that in receiving visitors it can do so with a just pride.

WELCOME "LUKE FIELD FISH-TALE"!

Well, we have a new rival in the field which calls itself "The Luke Field Fish-Tale", issued in mimeographed form similar to our modest effort. It is published monthly by the 11th Air Intelligence Section, 5th Group (Comp.) A.S., Luke Field, H.T., and its mission is to keep the personnel of the Air Service in Hawaii, both Regular Army and Reserve or National Guard, informed as to the activities of the Group.

In its initial issue, the Editor makes his bow to his readers in a rather unique manner, and we are taking the liberty of quoting his introductory remarks, not only on account of the amusing verbiage, but also because they give one a fairly good idea of what the Air Service personnel in Hawaii have accomplished along the line of progress, viz:

"FOREWARD.

(With apologies to Musa-Shiya, The Shirtmaker)

Pappa 5th Group and Mamma Luke Field do hereby announce to have storek bring today one rising son who when you call Fish-Tale he will say that's me. Did you ask what this little Fish-Tale going do? Pappa 5th Group he say, watch little Fish-Tale jump out one time every month and tell everything he know about Mamma Luke Field, he see everything happen, know plenty people make him laugh which he will tell you. He says big hangars now go up for plenty airplane garage, old cane field now smooth by next spring for good landings, plenty street lighting, big service club, big water tank now leaking through all spigots, new airplanes coming soon by big sampan, new quick boat come to race with Eugene Jones, Private Briggs now can play Casaba on courting place with Mama Luke Field team, all soldiers getting more better from stomach sickness after too much Xmas Kow-kow, plenty good swimming even when winter supposed to bring snow-balls so why not, for pity sake, we have very Happy New Year. Can do, Fish-Tale say.

EDITOR.

P.S.

For finding me, not muck pilikia, but easy. When No. 1 day in month come along sit still, I will pay you visit. ED."

We extend to our contemporary our best wishes for success.

BROOKS FIELD FLYERS INDULGE IN CROSS-COUNTRY JAUNTS.

For the purpose of giving all permanent officers of Brooks Field an opportunity of flying cross-country practice, in formation, in DH airplanes, each week a flight of five DH's will make a cross-country flight of at least one hundred miles, returning the same day. All permanent officers are required to make at least one cross-country flight per month. Captain Royce, Commanding Officer, led the first flight to Fort Clarke. The flight included 1st Lieuts. C.C. Chauncey, Wendell B. McCoy, Arthur L. Thornton, Kenneth C. McGregor, Louis R. Merrick, John G. Williams, Clinton F. Woolsey, Kenneth Wolfe and Roderick Ott. The second flight was led by Captain Bock, and included 1st Lieuts. Hez McClellan, Pardoe Martin, Robert M. Webster, J.G. Taylor, F.I. Patrick, Stanley M. Umstead, E.D. Perrin, and 2nd Lieuts. D.W. Watkins and Robert Wimsatt. A great deal of interest is being taken in these gross-country and formation flight.

PILOTING AN AIRSHIP UNDER DIFFICULTIES.

The Army Airship D-3, piloted by Captain W.E. Kepner and Lieut. Martin, Air Service, with Captain Kresge as bomber, recently carried out bombing operations at the Aberdeen Proving Grounds, Md., under what are believed to have been the worst weather conditions in which flying is possible. With a gusty wind, varying from 15 to 25 miles per hour, rain, snow or sleet falling continuously, and at times with so much water running down the envelope onto the engines that carburetion was materially affected, a two-hour flight was made. Despite the

unfavorable weather conditions, 102 incendiary and smoke bombs were dropped within the prescribed area. The ship was put away during a 20 mile per hour cross wind, which would have been impossible without the efficient use of docking rails. There were about five inches of soft mud on the ground, making the footing of the men very difficult. The handling guys were wet and cold from snow, but the men gallantly hung on until the big ship was in shelter and safe after her bath.

NEW AIRPLANES FOR THE PRIMARY FLYING SCHOOL.

Forty new airplanes have been allotted to the Air Service Primary Flying School, Brooks Field, San Antonio, Texas. These new ships will be delivered within the next three months, and include the following: Twenty VE7, nine TA-3, one TW-3 and ten SE5A. The VE7 will be used for dual instructing, and a test will be made to determine the relative value of this type of plane over the JN's, the present type of plane used for dual instructing. The same test will be made with the nine TA-3, a 2-seater training airplane with the 110 h.p. LeRhone engine. It is a single bay, externally braced biplane, stick and wire construction of wings, with a welded steel fuselage. The cockpit provides for two men, side by side, with dual controls. The TW-3 is substantially the same airplane, except that the crew is further back, thus improving vision, and the 180 h.p. Wright engine is installed.

ADVANCED FLYING STUDENTS FINISH THEIR COURSE.

The student class of the 43rd Squadron (School) at Kelly Field, San Antonio, Texas, were graduated on December 21, 1922. One of the students, Cadet Duane G. Warner, who finished the course in Advanced Pursuit Flying, has reenlisted with the 43rd Squadron. He will be a big help now to the organization, being an apt airplane rigger, besides an excellent pursuit pilot. The enlisted personnel of the squadron will now be kept busy until the next class starts overhauling the various ships flown during the past class.

With the last ship arriving from cross-country trips on December 19th, the school for the class assigned to the 42nd Squadron was finished. On December 21st the student officers and cadets received their ratings and, in consequence, activities on the line will slow up somewhat until another school is started, which will not be for some time yet. Nearly every ship assigned to the 42nd Squadron made the long flight to Post Field, Fort Sill, Oklahoma, and returned without a mishap of any sort, excepting No. 4, which was forced down a few miles from San Antonio. This in itself speaks well for the mechanics who kept the planes in such condition as to make this trip possible.

SQUADRON NEWS

Kelly Field, San Antonio, Texas, Dec. 16, 1922.

TENTH GROUP (SCHOOL):

FORTY-FIRST SQUADRON (SCHOOL): Flying has been rather slow the past week, due to inclement weather. A total of only 68 hours and 45 minutes were flown by officers, student officers, and flying cadets, for the week ending December 13th.

Lieut. McCormick with Corp. Ray as mechanic left on a cross-country to Laredo, Texas, remaining over night and returning the following afternoon.

FORTY-THIRD SQUADRON (SCHOOL): Flying for the week consisted of cross country flights in DH-4B's to Austin, Beeville, Gonzales, Texas; and Post Field, Okla.; test flights in Spads; training in Spads; practise landings in JN6H's; altitude flights in Spads and photographic missions in DH's.

The present student class ended on December 17th. Night flying had to be omitted on account of climatic conditions. The enlisted personnel will now have a chance for a little vacation by taking furloughs after the hard work incident to keeping the various ships in commission.

Captain Frank H. Pritchard, was granted a thirty-day leave prior to reporting to Chanute Field, Illinois for a course of instruction. First Lieut. Paul T. Wagner, has assumed command of the organization.

A total of 70 hours and 25 minutes was the actual flying time during the past week, considerably less than at last letter, but this is due mostly to inclement weather. Three ships left for Ellington Field for the purpose of bringing back three enlisted men who have been on duty there for the past three weeks.

The present strength of the organization is 3 officers and 106 enlisted men.

FORTIETH SQUADRON (SCHOOL): Due to the very inclement weather the past week, training and operations were considerably curtailed.

Four planes returned from a cross country trip to Ellington Field, Texas, where machine gun practice was indulged in.

Five planes left for Fort Sill, Oklahoma. The Martin Bomber was designated to make a cross country trip to Ellington Field, Texas, to bring home the personnel and material of Kelly Field stationed there during the gunnery classes.

THIRD GROUP (ATTACK):

Captain Hayes, with Private Weaver as mechanic, flew to El Paso for temporary duty in connection with the search for Colonel Marshall and Lieut. Webber.

Considerable interest is being shown by the officers in flying the G.A.X. triplane. It is now being overhauled and new engine parts are necessary before it can be flown again.

TWENTY-SIXTH SQUADRON (ATTACK): Lieut. R. H. Clark, with Staff Sergeant Bowers as mechanic, flew to Fort Bliss, El Paso, Texas, for the purpose of assisting in the search for Colonel Marshall and Lieut. Webber. The ship was equipped with emergency rations, extra canteens filled with water, and drop message bags. Taking off at 7:10 a.m., the ship arrived in Fort Bliss the same day.

Lieut. O'Connell, with Sergeant Jamieson as mechanic, also left for Fort Bliss the next day, arriving the same afternoon. A ship from this squadron, similiarly equipped was used. Lieut. O'Connell and his mechanic have had considerable experience on border patrol and will be able to render valuable assistance in the search.

THIRTEENTH SQUADRON (ATTACK): The squadron has been on the range for record and pistol practise the first three days of the week.

Lieut. Wheeler and Sergeant Parnes left in a DH4B for El Paso, for temporary duty in connection with the search for the two aviators missing in Arizona or New Mexico.

EIGHTH SQUADRON (ATTACK): The long looked for inspection, by the new Corps Area Commander, is now an event of the past and this organization has settled down to

the routine schedule; both officers and men feeling very proud of the showing made in every respect.

Lieut. Clark participated in the formation over the city of San Antonio for the purpose of dropping hand bills concerning the Bazaar for the World War Veterans, Foreign Legion.

Lieut. Edgar T. Selzer, with Sergeant Simmons, proceeded on cross-country to El Paso, Texas, for the purpose of aiding in the search for Colonel Marshall and Lieut. Webber.

Lieut. Chas. Douglas, with Sergeant Schenck, proceeded on cross-country to Greenville, Texas, and returned when new exhaust pipes were installed on the plane, the old ones being burned off while at Dallas.

Lieut. James A. Woodruff, Engineering Officer, piloting a DH4B-1 of the 13th Squadron (Attack), left Kelly Field for El Paso, Texas, to assist in the search for the two lost aviators, and arrived the afternoon of the same day.

Lieut. Donald G. Duke, assistant to the Air Officer, using a DH "Blue-Bird" flew Colonel Rhea, 8th Corps Area Staff Officer, from Kelly Field to Midland, Texas.

Kelly Field, San Antonio, Texas, Dec. 23, 1922.

TENTH GROUP (SCHOOL):

FORTY FIRST SQUADRON (SCHOOL): Activities took up a jump the past week with students getting their final cross-country training. All available ships were ordered on the line every morning.

Lieut. DeFord made a cross-country trip to Ellington Field Friday morning, remaining over night and returning Saturday.

FORTIETH SQUADRON (SCHOOL): Training and operations were carried on successfully the past week with one Martin Bomber and five other planes in commission. Several cross-country flights were made by cadets and student officers to Fort Sill, Okla. and to Ellington Field, Houston, Texas. The Martin Bomber made a flight to Ellington Field to bring back the men who were stationed there during the gunnery practise, also their baggage.

THIRD GROUP (ATTACK):

NINETIETH SQUADRON (ATTACK): Captain Hayes, with Private l/cl Weaver as mechanic, returned from a ten-day searching expedition for Colonel Marshall and Lieut. Webber, the lost aviators.

First Lieut. James ("Jimmy") H. Doolittle, paid a visit to his former organization. Lieut. Doolittle, accompanied by Major Lawrence W. McIntosh, left McCook Field, Dayton, Ohio, in a DH4B on December 19th, arriving at Kelly Field at 5:15 p.m. the same date. Both officers spent the Christmas holidays in San Antonio and then returned to their proper station.

TWENTY SIXTH SQUADRON (ATTACK): Lieut. B. E. Gates left on a cross-country trip to Laredo, Texas on December 19th with Sergeant Reese, of this squadron, as mechanic.

Lieut. J. E. Duke, Jr., has been giving the new members of the organization thrills and surprises. These men, having recently enlisted in the Air Service, have never had the pleasure of an airplane flight. Recently, the squadron received approximately thirty new members, and practically all of them had their first ride with Lieut. Duke.

Lieut. Breene of the School Group made a cross-country flight to Brownsville, Texas, December 17, with Private Robinson as mechanic. They left the field at 8:20 a.m. and arrived at Ringold, Texas at 11:30 a.m. After lunch at that place, they took off at 12:30 p.m. and arrived at Fort Brown 50 minutes later.

In accordance with existing regulations, holiday furloughs were extended to the various organizations of the group. Quite a number of the men took advantage of these furloughs to visit their homes, until the holidays were over. All duties were suspended during the holiday period excepting the necessary guard and fatigue.

THIRTEENTH SQUADRON (ATTACK): We have a letter from Lieut. William L. Wheeler, in Tuscon, Arizona, where he is on temporary duty, aiding in the search of Col. Marshall and Lieut. Webber. He reports that everything is going well with him. Lieut. James A. Woodruff, of the 5th Air Park, is also in that area flying one of our DH4B planes.

Thanks to the generosity of the Squadron Commander the Library Association acquired another pool table for the recreation room.

Lieutenants Smith and Sharon went on leave for the holidays.

We have just received another new DH4B plane from the Air Intermediate Depot.

EIGHTH SQUADRON (ATTACK): Lieut. Edgar T. Selzer, with Sergeant Simmons as mechanic, returned from Fort Bliss, Texas, where they were aiding in the search for Colonel Marshall and Lieut. Webber. They made 25 flights for a total duration of 38 hours.

Captain Chas. B. B. Bubb is scheduled to make a flight to Kansas City to try out the New Air Terminal at that place.

The 8th Squadron (Attack) was headquarters for all alert planes of the Attack Group during the Christmas holidays. Alert mechanics were assigned for each plane, ready at all times to accompany the alert pilot on any emergency call.

AIR PARK NO. FIVE (ATTACK): During the past week the DH4B assigned to this organization was put out of commission, due to fair wear and tear, and is now awaiting disposition. A new DH was assigned to the organization to replace it.

All non-commissioned officers of this organization, who had not fired on the pistol range during the year, completed same on Dec. 19th.

Kelly Field, San Antonio, Texas, December 30, 1922.

THIRD GROUP (ATTACK):

GROUP HEADQUARTERS (ATTACK): Lieuts. James H. Doolittle and D. V. Gaffney departed on a deer hunt to Pearsall, Texas.

A majority of the enlisted personnel took advantage of the holidays and applied for hunting or fishing passes.

NINETIETH SQUADRON (ATTACK): Major McIntosh and Lieut. "Jimmy" Doolittle, after spending a very enjoyable Christmas with the officers of the field took off on the morning of the 30th, enroute to McCook Field, Dayton, Ohio.

TWENTY-SIXTH SQUADRON (ATTACK): Lieut. Gates, with Sergeant Reese as passenger, made a cross-country flight to Laredo, Texas, and returned the following day. At the time of their departure the weather was ideal for flying, but on the return trip it became somewhat cold and made flying a bit disagreeable.

On December the 22nd, Lieut. O'Connell and Sergeant Jameson returned from Fort Bliss, Texas, after abandoning their search for the two lost aviators in Arizona. Good luck was encountered with the DH4B they were flying, no difficulties occurring. Lieut. Clark and Sergeant Bowers were not so lucky as their ship crashed in New Mexico and they were required to make the return trip to Kelly Field by train.

Very little flying was done during the week on account of the holidays.

THIRTEENTH SQUADRON (ATTACK): Lieut. Wheeler, with Sergeant Parnes as passenger, returned from their trip to Tuscon and other points in Arizona, where they had been aiding in the search for the missing aviators. Lieut. Wheeler was absent from this station eleven days and during this time he covered several thousand miles of very rough and mountainous country where landing places were far apart and a forced landing would have been disastrous. Thirty-two hours of flying was done on the trip without a mishap of any kind.

EIGHTH SQUADRON (ATTACK): Captain Chas. B. B. Bubb, with Master Sergeant Deckman as mechanic, proceeded on a cross-country flight to Kansas City, Mo., arriving safely and making the trip in 7 hours and 15 minutes.

Lieut. Edgar T. Selzer is on a ten-day leave, spending the holidays at Del Rio, Texas. The order transferring Lieut. Selzer to Panama Canal Zone has been revoked and he will take up his former duties with the organization.

AIR PARK NO. FIVE (ATTACK): On Christmas day, Lieut. Colonel Culver, the Corps Area Air Officer, enjoyed a few hours in celebrating his fiftieth birthday. He flew his DH4B-3 (Bluebird), an SE5A, and an XB1A from the 13th Squadron.

Lieut. Westside T. Larson, Commanding Officer of this organization, made a cross country trip to Llano, Texas, and returned on the 25th.

First Lieut. Martin and 2nd Lieut. Phillips were recently assigned to this organization.

TENTH GROUP (SCHOOL)

There has been very little flying during the past week. Lieuts. Carr and McCormick made cross country trips to Kansas City, Missouri and Lieut. Beverly to Amarillo, Texas.

Kindley Field, Fort Mills, P. I., November 6, 1922.

Many flights were made between Kindley Field and Paranaque Beach during the past week. On Monday Captain F. R. Lafferty, of Camp Nichols visited the field, and on Thursday Lieuts. Palmer, Aldrin, Lawton and York of the same station inspected the various sections of their respective companies here.

First Lieut. W. C. Gabriel was ordered to proceed to the United States on the transport sailing on or about November 19th, 1922.

Lieut. and Mrs. Creighton went to Baguio for a month's stay. Lieut. F. D. Lynch has taken over Lieut. Creighton's duties in his absence.

Clark Field, Pampanga, P. I., November 6, 1922.

Activities for the week consisted mostly of Formation flying and necessary test flights. A total of 34 flights of 15 hours 40 minutes was engaged in.

Lieut. Henry I. Riley, A.S., having received notification that his request for discharge was approved, will sail with his family for the States on the November Transport, leaving Manila about November 17th. We are sorry to see his separation from the service, and we wish him success in his new work.

Captain Gilkeson's application for two months' leave to visit China and Japan has been approved. He will sail about November 13th.

Lieut. H. G. Woodward returned from Detached Service at Camp John Hay.

Clark Field, Pampanga, P. I., November 13, 1922

The routine duties of the Air Service Garrison were enlivened somewhat by preparations for a visit of inspection by the New Department Commander, Major General George W. Read.

The work of assembling and conditioning the reserve airplanes, now in storage, is progressing nicely. An average of two planes per week is maintained with a five-hour working day.

Classes of instruction, for a period of two hours daily, have been inaugurated. This instruction covers Airplane maintenance, Radio and Armament.

During the week 93 flights, totalling 73 hours 50 minutes, (Man-Hours), were flown by officers of Clark Field.

Clark Field, Pampanga, P. I., November 20, 1922.

Activities for the week totalled fifty-one flights of seventeen hours, ten minutes' duration.

Captain A. H. Gilkeson, Commanding Officer, Clark Field, left for a two months leave of absence, with permission to visit China and Japan. Captain J. H. Houghton, A.S., assumed command.

Captain and Mrs. L. N. Keesling left for one month's tour of the Orient. Lieut. Henry I. Riley, who returned with his family to the States aboard the U.S. A.T. "Grant", will be discharged upon his arrival.

Camp Nichols, Rizal, P. I., November 4, 1922.

Camp Nichols is adequately represented in the Manila Ball League by a first class Baseball Team, under the direction of First Lieut. Willis R. Taylor, Athletic Officer. Considerable new equipment has been purchased, and a lively interest is being displayed by the entire command in the success of this team. Lieut. Taylor has been very active in organizing various athletic units, notable among which are the Baseball, Volleyball, Bowling and Swimming Teams.

Captain John I. Moore and Lieut. Raphael L. Baez flew down from Clark Field this week.

Camp Nichols, Rizal, P. I., November 11, 1922.

Several men from Camp Nichols, whose tour of foreign service expired, left for the Casual Barracks, Fort William McKinley, to wait for transportation to the United States. These men will make the trip on the U.S. Army Transport "Grant", leaving on the 21st. The short stop at Nagasaki, Japan, will give the men an opportunity to see a few of the interesting sights of that place.

Captain George B. Patterson resigned from the service and returned to the States on the Transport "Grant". Captain and Mrs. Patterson recently returned from an extended tour of China and Japan and spent a few days at Baguio, the mountain resort of the Philippines, prior to their departure. They will make their future home in Orlando, Florida.

Wednesday, on the home diamond, Camp Nichols Baseball team defeated the ball tossers of Fort William McKinley to the tune of 13 to 6.

On the occasion of the visit of the Department Commander to Camp Nichols, the entire Personnel was inspected and passed in review for the Commanding General. A thorough inspection of Camp Nichols and all its departments was made.

Captain R. W. Wittman, Air Service, was granted authority to visit Camp John Hay, on detached service, for 15 days. Camp John Hay is situated in the mountain Provinces, and has a climate almost identical with the central part of the United States. It is a favorite resort for Officers who are afflicted with "That homesick feeling".

Camp Nichols, Rizal, P. I., November 18, 1922.

The baseball team of the U.S.S. "Huron", Flagship of the Asiatic Fleet, visited Camp Nichols last Sunday. Figuratively speaking, "they came, they saw and they conquered" the Post Baseball team to the tune of 4 to 2 in a well-played game. The "Huron" holds the baseball championship of the Asiatic Fleet and this season, to date, has won nineteen consecutive games.

"Red" Warburton has been assigned to Camp Nichols by the Y.M.C.A. as athletic director. "Red" was a frequent visitor at the Camp heretofore, and is well-liked by everyone. With his well-known enthusiasm behind athletic activities, Camp Nichols should make a name for herself in Army athletic circles.

Monday night a series of 4-round boxing bouts took place in the local arena. An enthusiastic audience of soldiers and natives made the night a huge success.

Mrs. Charles M. Leonard, wife of Lt. Leonard, this station left Sunday for China. Lt. Leonard will join her within the week in Peking.

Luke Field, H. T., December 6, 1922.

At the Quarterly Field Day, held on November 15, the events were varied and many, ranging from the 100-yard dash, won by Seldomridge of Air Park #10 in the remarkable service time of 10.2 seconds, to the clothes redress, which left the sidelines as well as the judges on the verge of hysterics. To this day most of us are in doubt as to the actual winner, for one of the first to finish during the mad rush reported with his necktie and belt very nicely inserted in the right theatre of war but in the wrong floor level. To our comrades in arms back in the States the idea of a Field Day in the middle of November may cause a mental picture of the entire assemblage wrapped in blankets, pitying the shivering participants, but this is Hawaii where the temperature never falls below 60 degrees, nor mounts higher than eighty degrees the year round. As a matter of fact, the Field Day was closed with a rush to the spring boards on the Luke Field swimming dock, followed by an invigorating plunge in the Field concrete pool. This is just fifty feet from one of the big two-story barracks where the men quarter, mess, read, play pool, crank up the Squadron victrolas and report to the Orderly room for assignment to K.P. or passes to Honolulu, the local metropolis, which boasts of not only four of the largest and most elaborate moving picture palaces in these United States, but countless other attractions during the four seasons.

Old King Basket Ball now reigns supreme on Ford Island, and with crack teams entered from the Air Park, 6th Squadron and 23rd Squadron, the Luke Field League is certain to be a thriller from start to finish. The E. & R. Officer has unearthed a silver trophy for the champions, and if the Air Park adds this to their bulging collection the two Squadrons will bow their heads in ignominious defeat, which is exactly what they both intend to prevent at all costs. The first game however, resulted in a victory for the Air Parkers over the 23rd Squadron by a score of 29 to 19. Then the 6th Squadron grabbed the mantle of victory from the same Air Parkers a few days later by a 39 to 25 win.

Luke Field, H. T., December 6, 1922 (Cont'd.)

Luke Field lost the Football Championship of the Honolulu Sector when Fort Shafter managed to slip over a field goal in an encounter - about as exciting a one as has ever been witnessed on the Island. Immediately after this game, Luke Field sent her best men to try out for the "All Star Sector Team" and succeeded in placing five men on it to meet the champions of the Schofield clan. The winner of this big post season game will meet the Navy for the Service Title.

On November 4, the Group Commander judged the post vehicles entered in the regular Quarterly Transportation Show and had an extremely difficult task presented him when the various entries were finally confined to four of equal lustre, all bearing evidence of all-night preparations.

Two holes have nearly been completed on the new Luke Field Golf course, and excellent progress is being reported on the additional holes laid out. With over half a dozen supporters of the game on the rolls of the Group, the problem of recruiting new converts will be as easy as it is anywhere in the world. The ancient and royal pastime has usually been referred to as an old man's paradise and a waste of time, until the critic himself experienced the thrill of a 220 yard wooden shot, 75 yard mashie, niblick to the green or thirty foot putt, even if they are sandwiched in between an interminable amount of hooking, slicing and topping?

Tennis also comes in for a fair share of our off duty hours and, although the salt air here keeps one racquet constantly in the shop to be restrung, the other wields many an ace or fore hand drive "a la Tilden."

Although we do not have the opportunities afforded our brothers in arms in the States to feel the thrill of a good "three point" after a good 300 or 400 mile X country amble, inasmuch as our flying here is limited to the Island of Oahu, which measures approximately 30 by 40 miles, we do get an occasional ducking when a Wright or Liberty gets "over tropicked" and fails to come to attention at the command of the throttle. But with all of the tactics known to us, mixed in with our daily schedule of operations, the .30 calibre messengers and bombs from 25# terra cotta to 100# demolition, afford many an interesting combination to hurl forth from the Marlin, Lewis and Mark I release equipment.

Fairfield Air Intermediate Depot, Fairfield, Ohio, January 5, 1923.

Flying over the Airways was suspended during the holidays. Lieut. Morris L. Tucker, Airways Officer left January 2nd on the Airways for Langley Field.

The entire activities of the Engineering Section ceased operations from December 23, 1922 to January 2, 1923 in order to allow employees the opportunity of spending Christmas and New Year Holidays with their families and distant relatives.

Two of the special DH-4B-3 airplanes, which the Engineering Department has constructed for the use of the Chief of Air Service, have been completed and will in the near future be turned over to General Patrick.

Our New Year's Dance held in the Officers' Club was the last dance under the supervision of the old entertainment committee. Decorations of greens and artistic lighting made the dance hall extremely attractive. A large number of officers and their wives from McCook Field, as well as people of Dayton, attended.

Teams have been formed of all the Officers on the Post in the four major sports, namely Basket Ball, Volley Ball, Hand Ball, and Swimming. Officers were placed on the teams they desired to join, and Captains were appointed by the Commanding Officer. Teams play on alternate days, Basket Ball and Hand Ball alternating with Volley Ball and Swimming. Captains are responsible to the Flight Surgeon that all absentees are reported daily. A great amount of interest is taken in the proper elimination of physical defects, the Flight Surgeon prescribing the exercises required to over come same.

All Officers still report to the Gymnasium daily for exercise from 4:30 to 5:30 p.m.

On Saturday, December 23rd, Wilbur Wright Field was opened to welcome the Yuletide. Invitations were extended all Officers, Warrant Officers, enlisted men, civilian employees, and families. The entire Depot was thrown open for those employees and their families who desired to visit the various departments. At 10:00 o'clock everyone assembled in the Gymnasium for an entertainment.

Lieut. J.L. Stromme gave several very interesting readings, and vocal solos were rendered by Mr. Ellis and Mr. Noffke, of the Engineering Department, and Mr. Geo. Kimmel, of the Compilation Section. Thirty-six prizes were then distributed to those holding lucky numbers, and refreshments served. Dancing prevailed until 12:00 noon. It goes without saying that a good time was enjoyed by all.

The Post Library is again open, after being closed due to the shortage of enlisted personnel. The arrival of the 88th Observation Squadron and the 7th Photo Section has made the library of extreme value during the long winter nights.

The old motion picture machine was recently condemned by the Army Motion Picture Inspector, and two Powers 6-A machines were ordered here from Fort Thomas, Ky. Upon their installation, motion picture service will start, and shown twice weekly. This motion picture service will be gladly received, as the distance to either Dayton or Springfield to see motion pictures during the cold nights is a drawback.

General Mason M. Patrick visited this Post January 4th, and explained to the Officers the major items that his Office in Washington were trying to accomplish.

Lieut. Col. William E. Gilmore, 9th Corps Area Air Officer, paid this Field a visit enroute from Washington, D. C., to his Station in California.

Major and Mrs. A. W. Robins entertained over the holidays Mrs. Robins' father, mother, and sister, Mr. and Mrs. Henry H. Hyde, and Miss Helen Hyde.

Major and Mrs. Jacob H. Rudolph spent the holidays with relatives at Milwaukee, Wis.

The customary New Year's Reception was given by Major and Mrs. A. W. Robins to the Officers and wives of the Post.

Lieut. Irwin S. Amberg returned from a flight to Miami, Fla.

The Wednesday evening open night was spent playing cards. Bridge and Poker tables were in evidence.

"Kelly Pool" is taking many Officers to the Club these nights. Some of the Officers are classed as "Sharks" by lucky shots made during these games.

The new entertainment committee has been named. It consists of Capt. H.B. Flounders, Chairman, Lieut. Guy Kirksey, and Lieut. Robert Worthington. This committee will serve for a period of three months.

The Board of Governors, serving a term of one year, consists of Lieut. F.P. Kenny, Lieut. J.L. Stromme, and Lieut. E.R. Page.

Lieut. E.R. Page was elected Secretary and Treasurer for a period of one year.

Rockwell Air Intermediate Depot, Coronado, Calif., January 13, 1923.

For the past two weeks Rockwell Field and vicinity experienced real summer weather and on January 9th, electric fans were brought into service, as the thermometer was wandering around 87 degrees in the shade, and shirt sleeves and summer shirtwaists were much in evidence among the civilian employees at this depot.

Captain Leland O.W. Moore, Medical Corps, who commanded the hospital at this field, left for the Philippine Islands. Lieut. Frank W. Seifert, A.S., in addition to his other duties, is now in command of the hospital. Being an Air Service officer, he is not familiar with filling prescriptions, but as he has a hard-boiled hospital Sergeant, who holds the keys to the medicine chest, there is little chance of being treated for snake bite under the present administration.

W. A. Bevan, formerly Captain, Air Service, with Mrs. Bevan, have taken up their residence in Coronado, and the Captain is a frequent visitor at this post.

Henry L. Watson, formerly Major, Air Service, is also a resident of Coronado, and his frequent visits to this Field are appreciated by the old-timers, who remember him as Commanding Officer of Rockwell Field.

Captain W.M. Randolph, A.S., Recruiting Officer, for San Diego district, reports the recruiting as good in this section. Nine men have been examined and six accepted for the service since January 1st. The Recruiting Officer maintains an office in San Diego as well as at Rockwell Field, and has a force of five enlisted men on duty in the city. Corporal Felix, of the Recruiting Service, holds the fort at Rockwell Field and gives the recruit his final entry into the service.

The Weekly Trap Shoot was held by the Officers of the Field last Thursday. Some very good scores were made on single targets, Captain Randolph and Lieuts. Seifert and Smith, making an average of above 90%. There were twenty-four pairs of doubles thrown. Captain Randolph and Lieut. Smith were high guns, dropping seven and eight birds, respectively, it being the first time Lieut. Smith ever shot at doubles.

A luncheon was given by the officers and ladies of Rockwell Field at 1:00 P.M. Wednesday, January 10th, in honor of Major General Charles G. Morton, Commanding General, Ninth Corps Area, and Mrs. Morton, who is accompanying him on an inspection tour of the various posts in Southern California. A number of invited guests were present including: Admiral and Mrs. Roger Welles, Admiral and Mrs. Burrage, Colonel and Mrs. James A. Lynch, Major and Mrs. Cushman Hartwell, Major and Mrs. Edgar Colladay, Captain and Mrs. T. T. Craven, Captain and Mrs. A.W. Marshall.

After the luncheon the General made an inspection of the various shops and activities of Rockwell Field, and then motored to Camp Hearn for an inspection of that post.

A Board of Officers has been appointed by the Commanding General, Ninth Corps Area, consisting of: Colonel James A Lynch, U.S. Army (retired), Major Edgar B. Colladay, Coast Artillery Corps, and Captain Robert G. Ervin, Air Service, to investigate and report on the disappearance of Colonel Francis C. Marshall, Cavalry, and Lieut. Charles L. Webber, Air Service, who left this field on December 7, 1922, for Fort Huachuca, Arizona, in a DeHaviland airplane, piloted by Lieut. Webber, and who have not since been heard from, notwithstanding the fact that every effort has been made by the Air Service to locate these officers.

Air Service, Tennessee National Guard, Nashville, Tenn., January 15, 1923.

With the holiday season over we have settled back to our usual routine. Present weather conditions seem to indicate that we shall have some excellent flying weather during the month.

The planes which carried Santa Claus to Gallatin, Franklin and Columbia on Xmas Eve were accorded large turnouts at each town. The crowds at the landing fields were estimated as being well over 3000. Needless to say, Old Nick's method of transportation was a revelation to the kiddies and more than one youngster asked him what he had done with his reindeer and sled. The newspapers commented most favorably upon our innovation.

Two of our officers, 2nd Lieuts. J. H. King and C. G. Percy are now at Brooks Field undergoing instruction for a rating as Junior Airplane Pilots.

The Air Service Instructor has returned from a cross-country flight to Kelly Field. Stops were made at Maxwell Field, at New Orleans, Ellington Field and Kelly Field. The trip down was made in 12 hours and 5 minutes and the return trip in 10 hours even. Going west a severe rain storm compelled him to fly for nearly two hours in the rain over the Louisiana swamps, and coming east, while south of Lake Charles, half of the left exhaust manifold broke off and it was necessary to have a new one sent down from Maxwell Field. Aside from these two incidents, the trip was uneventful.

Two J N 6 H's are all set up for our Squadron at the San Antonio Air Depot, but cannot be moved until pilots are ordered down to fly them to Nashville, or until sufficient money is appropriated to have them shipped. Just now these planes would help us very materially.

It is again time for the semi-annual 609 exams, and almost any day we expect to be notified of the coming of a flight surgeon.

Mitchel Field, L.I., New York, January 5, 1923.

Mitchel Field was the scene of an attractive military wedding on Tuesday evening, January 2nd, when Captain Ira C. Eaker, Air Service, and Miss Leah Chase, daughter of Major C. L. Chase, Medical Corps, were married at 7:00 P.M. in the Ball Room of the Officer's Club.

Practically all the officers of the Post and their families attended, as well as a considerable number of visitors. Miss Chase was very popular at the Post, having resided here since shortly after the Armistice, when her father became Commanding Officer of the Station Hospital. Captain Eaker served as Adjutant for the past eight months, assuming that duty last spring shortly after completing a tour of duty in the Philippine Department. In addition to his administration and flying duties he found time to be the mainstay of the baseball, football and basketball teams.

Upon their return from a month's wedding trip, the couple will occupy quarters at the Field.

Brooks Field, San Antonio, Texas, January 15, 1923.

Major General Lewis, Corps Area Commander, made a thoro inspection of Brooks Field, Friday, January 5th. Major Oscar Westover, A.S., reported to Brooks on

January 2nd., for training. Major Westover is from the Lighter-than-Air branch of the service. Brooks Field personnel are especially pleased to have so prominent an Air Service officer at this station.

A very enjoyable dance was given by the officers on Friday night, January 5th. Colonel Howard and Major Lackland of Kelly Field, were honor guests of the Club. Delicious refreshments were served at midnight.

Lieut. Breene, with Captain Thorne, M.C., started for Del Rio, Saturday morning, but were forced down at Sabinal on account of fog, and returned to Brooks without completing the flight.

Lieut. Julian B. Haddon, with Captain Giles, flew to Smithville, Texas, on Tuesday, to confer with the Chamber of Commerce, in regards to an emergency landing field. Smithville is located ninety miles north of Brooks, and will probably be used for a cross-country field for students.

Lieuts. Haddon, Salisbury and McCormick made a cross-country flight to Fort Sill, Oklahoma, January 9, returning the next day. Lieut. McCormick was forced to land at Dallas for gas; Lieut. Haddon, however, flew straight through, in five hours.

Scott Field, Belleville, Ill.

While en route to Fort Riley, Kansas, to pick up some enlisted men bound for Chanute Field, Rantoul, Ill., Lieut. J. D. Gibbons, piloting a Martin Transport, limousine type, made a brief stop at Scott Field to refuel his ship. He had with him as passengers Capt. E. Clark and Sgt. C. E. Anderson, mechanic. This is the ship which Lieut. Erik H. Nelson piloted to victory in the event for Transports during the Pulitzer Races in Detroit. Equipped with two Liberty engines, it has a maximum speed of 110 miles per hour and can carry 12 men.

The 24th Service Company quintet defeated the team of the St. Vincent Club, Belleville, in a fast game of basketball, in Hangar Ten, Scott Field, by the score of 46 to 18. The Belleville team showed good form on the defensive, but missed numerous attempts at the basket. The airmen put up their usual good game.

The free balloon, 35,000 cu. ft. capacity, started from Scott Field on December 28th at 9:30 a.m., on a training flight, with Major Rush B. Lincoln, Major John D. Reardon and Lieut. Frank M. McKee in the basket. The balloonists expected to land about 1 p.m. near Carbondale, Ill., but early in the forenoon they encountered a strong cross wind which swept them across the Mississippi into Bollinger County, Mo., where a landing was made at 1:30 at Glenallen, 30 miles west of Cape Girardeau, on the St. Louis, Iron Mountain and Southern R.R. The balloon was in the air 4 hours and covered a distance of 120 miles.

The Mullion airship S.S.T. -3, with Colonel T. A. Baldwin, passenger, Lieuts. C. P. Clark and O. A. Anderson, pilots, and Sgt. R. S. Greenfield, engineer, took off at 11:30 a.m. for the purpose of following the balloon and returning its occupants to their station. The airship headed due south on leaving Scott Field, expecting to locate the balloon in the air in the vicinity of Carbondale, 68 miles away. On arrival near Carbondale, however, the balloon could not be found. Believing that it had passed the balloon in the heavy mist which had gathered, the Mullion began a diligent search of the surrounding territory but was unsuccessful. A landing was then made at 1:30 at Carbondale, with the assistance of a group of citizens, and queries sent in over the telephone to Scott Field in event the balloonists had landed and had notified the field of their whereabouts. Upon learning that the balloonists had called in from Glenallen, the Mullion took off for that place and landed there at 3:40 p.m. Here the free balloon party was picked up and returned to Scott Field, where a landing was made at 8 p.m. The Mullion was in the air seven hours and covered a distance of 225 miles. The balloon was shipped back by rail.

An elaborate Christmas Eve service was held at 4 o'clock Sunday afternoon for the young folks of Scott Field. A large tree was put in the Officers' Club and the choir of the Presbyterian Church of Belleville sang carols during the service. Colonel Chalmers G. Hall, Major John A. Paegelow and Chaplain Frank P. McKenzie delivered addresses to the hundred or more children assembled to meet Santa Claus when that worthy descended from the sky with his pack full of presents, he having arrived at the field in the Airship A-4. The airship left earlier in the day for the purpose of intercepting Santa Claus and bringing him to Scott Field.

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 22, 1923.

THE AIRPLANE AS AN ECONOMIC FACTOR IN OUR DAILY LIFE.

In our leading article in the last issue of the NEWS LETTER we described the great utility of the airplane in connection with the conservation of our National Forests and the important role it has already played in saving them from the ravages of fires that occur so frequently from various causes during the dry season of the year. It was pointed out among other things that by using the airplane to patrol these forests Forest Service officials were more quickly able to discover the location and accurately determine the extent of forest fires and to institute proper means to combat them.

We will now proceed to describe another phase of usefulness found for the airplane in connection with the conservation of our food supply, i.e., the great work being done by the Department of Agriculture to eliminate the black stem rust of wheat - a plant disease which has already caused countless losses of money to the farmers in the wheat belts of this country, not to mention the curtailment of wheat production as a result. The layman, while he may fully realize the important part an airplane can play in fighting forest fires, may well be puzzled as to how the airplane fits in with the work of the Department of Agriculture in combating wheat rust infections. The answer is quite simple.

Officials of the Department of Agriculture, believing that the spore of this wheat parasite travels in the upper air from Mexico, and possibly Central and South America, came to the conclusion that the only way to put their theory to a test was to catch these spores or germs from the upper air currents. They hit upon an arrangement whereby glass plates with a mucus substance on one side would be mounted on a rack on the wing of an airplane, and by a shutter device exposed from a control in the rear seat of the plane whenever so desired. The exposure of the plates could be made at any altitude. Another method - and a much simpler one - of catching these spores was to cart along in the airplane a number of bottles containing glass slides attached to the cork and of just sufficient width to pass through the neck of the bottle. At different altitudes the experimenter would pick up a bottle, mark the altitude on the label, then uncork it, hold the gelatine covered slide against the rushing air current for a spell, and then recork the bottle - and so on until he experimented at all the altitudes he desired.

This new scientific venture of the Agricultural Department was conducted last summer at a number of Air Service flying fields, with the result that officials of that Department have come to the conclusion that the rust infections on grains and grass are due more to the presence of the barberry bush in the particular localities where the rust infection was more prevalent rather than to spores blown up from the south. The barberry, a shrub which is used to some extent for ornaments and hedges, appears to be a host plant for the accidium stage of rust, one of a number of diseases wheat is subject to. Wheat rust can be held in check, of course, by destroying these host plants, upon which the parasite spends part of its cycle of life. Through the medium of the airplane the scientists of the Department of Agriculture, by using the spore trap, expected to gain a clue as to the breeding places of these rust spores and then institute appropriate measures to check the growth of this shrub. They are not entirely satisfied that the South is not the principal source of this parasite and believe that it will be necessary to make observations for several successive years.

The project of investigating the spore content of air currents, with special reference to the spread of the black stem rust of wheat, was undertaken by the Office of Cereal Investigations, Department of Agriculture, in cooperation with the Army Air Service. The preliminary report of this investigation by Messrs. E. C. Stakman and Edmund B. Lambert is given below, as follows:

Object of Airplane Flights.

The flights were designed to ascertain the source of the rust spores which caused the heavy stem rust infections in the northern half of the Mississippi

Valley. As a result of previous work it seems that the spores must come from one or two sources, namely (1) red rust spores which have lived during the winter in the southern states, particularly Texas, Louisiana, and Mississippi; (2) the cluster cup spores from the common barberry, *Berberis vulgaris*. It should be explained that this barberry commonly does not become rusted south of a line coinciding roughly with the northern border of Kansas. North of that line the rust usually appears on the barberry some time between the 15th of April and the 15th of May. The question then naturally arises as to whether the red or summer spores which overwinter in the south are more responsible for starting rust epidemics in the north than are the spores which come from the barberries. During this past year there was fairly abundant red spore material in the general latitude of San Antonio, Texas, by May 1. On the other hand, barberries began to rust in Ohio on April 11, and by May 15 barberries were almost universally rusted as far north as the Canadian border. By May 20, the red or summer stage of the rust was beginning to appear near the barberries in Nebraska, and by the 26th as far north as Minnesota. It is necessary to remember these facts in order to interpret the results obtained from exposing slides on airplanes.

Time and Place of Flights.

The first flights were made on March 28th near San Antonio, Texas, and were repeated at weekly intervals during April and May. Flights were also made at Fort Crook, Omaha, Neb., on April 13th; and at Fort Riley, Kansas, on the 18th. At Fort Sill, Okla., the first flights were made on the 29th of April. In Minnesota, National Guard planes were used, beginning July 19. Flights also were made in the Ohio River Valley, at Chanute Field, McCook Field, and Camp Knox.

The first spores were caught near San Antonio on April 7th. None were caught near Fort Sill until May 11. When the first flights were made at Fort Crook and Fort Riley, on April 13 and April 18, respectively, there were no spores caught; and none were caught near Rantoul, Illinois, until June 7.

Numbers of Spores Caught on Slides.

It is significant that very few spores were caught in the air until the rust was quite prevalent on grains or grasses in the general region in which the flights were made. For instance, only a few spores were found near San Antonio on April 7, but by the 22nd there evidently were a great many spores in the air, and by this time the rust also had become quite prevalent on oats in the oat-growing region west of San Antonio. It also is significant that no spores were caught in Oklahoma until May 11, and by May 15 a certain amount of rust had developed on grains in this same general region. Early in June there were local areas of rust in various places in Oklahoma. No spores were found in the air in Kansas until May 20, and by June 14 they already were numerous. Patches of rusted grains were observed in Kansas on June 4, but by this time the rust had not yet become general. At Rantoul, Illinois, spores were caught on June 7, and the number of spores in the air increased in proportion to the amount of rust on grains and grasses. The flights in Minnesota were made after rust already had become fairly prevalent, and no significance can therefore be attached to the results except that the spores became numerous in the air when the rust was quite prevalent on grains and grasses.

There is no question whatever but that very great numbers of spores can be caught in the air in those regions in which rust has developed to a considerable extent. For instance, on a single slide exposed on July 24 for sixty-five minutes between Worthington and Fairmont, Minnesota, at altitudes ranging from three to six thousand feet, 6800 spores were caught.

The significant facts in connection with these results are as follows: The rust evidently overwintered in southern Texas and probably in a few fields in northern Texas. However, very few spores were caught in the air until the rust became prevalent on the ground. Furthermore, there apparently were but few spores in the air in Oklahoma before May 15, and by this time the rust already was beginning to appear in that State. The first spores were caught in the air in Kansas on May 20, and only a few local areas were found in which rust had developed on grains in that state on June 4. It is significant that rust already had appeared on grasses near barberries in Nebraska on May 22. Furthermore, rust appeared on grains and grasses near barberries in Minnesota on May 26. In the area, therefore, north of Kansas, it seems that the rust appeared near the barberries earlier than it could have appeared from spores which were blown in from farther south. In fact, this was so clear that it almost seemed that the rust was spreading from north to south in the state of Nebraska.

It also is significant that the number of spores caught in the air decreased rather rapidly as the distance from known rust infections on grains and grasses

increased. This indicates rather clearly that, if there is a general movement of rust from south to north, the infections which result in the field are more or less sporadic. There is strong circumstantial evidence that the rust which developed north of Nebraska probably came from barberries rather than from spores which were blown up from the south. It should be remembered, however, that this conclusion is only tentative and applies only to the results obtained during the past summer. In order to settle the question it will be necessary to make observations for several successive years.

The work done this year indicates very clearly that spores can be blown approximately 150 or 200 miles from the plants on which they are developed. However, the fact that no spores were caught in the air over Kansas and Nebraska when there already was a considerable amount of rust in San Antonio indicates that a general movement of rust does not occur over great distances. If spores are blown early in the spring long distances from their original source, it seems much more probable that only an occasional one ever reaches the ground and causes infections on grains and grasses.

The Germination of Spores.

A distinct step in advance was made when it was found that spores which were caught at altitudes ranging from 1,000 to 7,000 feet germinated fairly well. The average percentage of spores which germinated was 11.2. On one slide exposed at an altitude of 2,000 feet, 64 percent of the spores germinated.

Final Conclusions.

From observations made on the ground, and from the results obtained in airplane flights, it seems safe to conclude that the initial infection in the barberry-eradication area came from barberries and not from spores blown in from the south, where the red stage over-wintered.

Furthermore, so far as observations go in the northern part of the barberry eradication area, the only rust which had developed by the end of the first week in June clearly came from barberries, from which it already had been traced directly in some localities to a distance of at least a mile and a half. It also is certain that these infections, which were very heavy, came from the cluster-cup spores from the barberry. At this time there was no evidence whatever that any rust had developed as a result of spores blown from the south.

Also, in view of the observations that the number of spores caught in the air decreased rather rapidly with the increase in distance from known areas of rust infection, it seems more reasonable to conclude that the general epidemic which developed in July in the northern part of the barberry eradication area resulted from spores blown from local infection areas near barberries rather than from spores which were blown in from the south.

The results emphasize again the importance of the airplane in studying the development of epidemics of plant diseases, not only of rusts but also of other important epidemic diseases as well.

GROUND ATTACK AIRPLANE ARRIVES AT KELLY FIELD

The 8th Attack Squadron at Kelly Field, San Antonio, Texas, received its first bi-motored ground-attack airplane, which is armored and officially designated as the G.A.-1 type. Considerable interest is being shown in this type of airplane, due to its possibilities in attacking ground troops at a low altitude with machine guns and bombs. A new gunnery range adjacent to Kelly Field is being rapidly put into shape in order to carry on practice missions.

✓✓✓ NIGHT FLYING

Translated from the French

Night flying still is a field practically unexplored, and must be developed first as a practical undertaking, opening up a new field in aviation with untold possibilities for national defense as well as commerce.

In order to establish any intermediate air service, night flying is a necessity, for otherwise it cannot compete with the other means of travel, such as railroads, etc. This calls for regular flying fields, and an appropriate number of emergency fields. And they must be manned and have lighting facilities. France has realized this and has been carrying on a series of night flying tests since last June at the Bourget airdrome, and the results are very satisfactory. They use an electric projector with flashes, type Barbier-Benard, of 50 Km. (31 miles) range. The Morse code N(-.) is given every 8 seconds. The light itself is 30 m. (approximately 100 feet) above ground, placed at the outer NE corner of the field, in the corner formed by the route to Fladders and the river Moree.

All obstacles are always marked by red lights; as well as the four beacons at the corners of the flying field. The buildings, the wireless tower and the light tower itself show a row of red lights, so the whole field appears as a dark shop bordered by red lights. The wind direction, that is, the direction in which the airplane should land, is shown by a luminous T, controlled by the wind. The airplane lands parallel to the axis of this T, coming from the base towards the branch. Colored electric lamps, which may either be green or red, form a circle of about 25 m. They show in what direction the landing should be made. Green signifies: bank to the right, that is clockwise. Red: bank to the left. Finally, a luminous signal in form of a Greek cross is used to allow or refuse landing of a plane. If red, it means landing prohibited; if green landing permitted. These signals conform to the rules of the C.I.N.A.

When the airplane receives permission to land, a group of searchlights (type Barbier-Renard) mounted on trucks, are brought into play over the track to the windward side, showing the wind direction. These projectors illuminate horizontally over a rectangular zone. The power of the projectors is such that a log may easily be read at 300 m. from the truck. The searchlights are placed in such a way that the pilot, landing head to wind, receives the light from the side. In order to avoid any possible mistake relative to direction of landing, a line of white lights, 20 m. long, is placed in the direction of the wind, communicating with the truck, which itself shows a red light. The landing then is made parallel to this line of lights, from the first white light towards the red one.

COLORED AVIATRIX BOBS UP AGAIN. ✓

Some time ago we had occasion to mention in the NEWS LETTER of the arrival in this country from France of one Bessie Coleman, probably the only colored woman in the world who can pilot an airplane. At the time we first mentioned her it was stated that it was her intention to give airplane exhibitions in this country.

Our Correspondent from Rockwell Field, Coronado, Calif., informs us that Miss Coleman recently purchased three Curtiss airplanes from the Supply Division at the Air Intermediate Depot at Coronado, and is superintending the setting up and testing of these ships, which will be ferried to San Francisco. Our Correspondent further states -

"Miss Coleman is a neat-appearing young woman and has discarded the shirt waists and short skirts for the O.D. breeches, leather leggings, Sam Browne belt, and coat cut on the lines of the Canadian officers. She says she went to France for two purposes, to drink wine and learn to fly. It goes without saying that she has been successful in flying, but we don't know yet her capacity or ability to drink the wine."

"SOME CRAZY".

Our Rockwell Field Correspondent writes us that Lieut. Frank W. Seifert, Air Service, made a hurry-up run to Los Angeles on a rumor connected with the disappearance of Colonel Marshall and Lieut. Webber, which proved to be without foundation, and Frankie returned sore at the whole world, Los Angeles in particular. Lieut. Seifert's orders were to call on a certain Mr. Botman, who has a reputation for seeing things, future and past. Lt. Seifert's telegram to the Commanding Officer expresses his opinion in a few words: "Botman crazier than 7000 jackrabbits!"

+ STILL SEARCHING FOR THE LOST FLYERS. ↓

According to advices received from the Commanding Officer of the Rockwell Air Intermediate Depot, Coronado, Calif., a new party has started from that station in search of Colonel Marshall, Cavalry, and Lieut. Webber, Air Service, who have not been heard from since December 7th, the date they left Rockwell Field for Fort Huachuca via airplane. After several weeks of searching by airplanes without results, a party was organized consisting of the following officers and enlisted men of Rockwell Field: Major T.C. Macaulay and Captain E.G. Erickson, of the Air Service O.R.C., Lieuts. V. Hine and J.P. Richter, Air Service, Private Butler, Medical Corps and Privates King and Martin of the Quartermaster Corps.

These officers and men are penetrating the deserts of California, Arizona and Northern Mexico, by auto, and are covering the entire airway supposed to have been taken by Lieut. Webber. Major Macaulay and Capt. Erickson of the Reserves were called into active service for the purpose of making this trip, the Major being

familiar with the country south of the border and also with the customs and language of the natives. The latter was called into active service to replace Lieut. Moseley, Air Service, whose services could not be spared from his present duties at Santa Monica, Calif.

The party left San Diego on January 15th, expecting to be gone at least six weeks, unless some trace was found that would lead them to the recovery of the bodies of Col. Marshall and Lieut. Webber sooner. A telegram, dated January 18th, from Wellton, Arizona, signed Macaulay, stated that they were starting into the sparsely settled area of Southern Arizona and would be out of wire communication for probably two or three weeks, and as nothing had been heard since it is presumed that they are far from civilization.

This party was equipped with one Dodge light delivery truck and a Dodge touring car, carrying six weeks' rations with them when they left Rockwell Field. It is hoped that something will be found before the time set for their return which will clear up the mysterious disappearance of these officers.

While this search is being conducted, by Major Macaulay and his party, the Commanding Officer is not relinquishing his activities at Rockwell Field, every rumor being followed and all reports received are being checked up with the utmost accuracy.

POLO AT MITCHEL FIELD

The first consignment of polo ponies ^{arrived} at Mitchel Field on January 29th, when ten polo ponies were brought from Governors Island, N.Y., by a detachment from from that field. These ponies have seen considerable service and will therefore be of the greatest value for instruction purposes.

Work on the three polo fields under course of construction here has been necessarily slow due to the frozen ground. In any event it is contemplated having at least one of the fields in playing condition early in the Spring and all three fields completed before the regular polo season opens. While the present stable conditions are only temporary, every effort has been made to safeguard the health and comfort of the mounts.

A SUGGESTION FROM MITCHEL FIELD

Our Mitchel Field Correspondent makes the following timely suggestion in the interests of the Army Air Service:

"It is suggested that when unusual or record-breaking flights are to be attempted that the Air Service stations which are to be stopping points or where the flight is to terminate be notified in advance. This could be done informally and, where time permitted, by mail. If convenient, pictures of the plane and pilot could be forwarded at the same time.

Such achievements as 1st Lieutenant Alexander Pearson's flight from McCook Field to Mitchel Field in four hours are making aviation history, and in which subject the public is vitally interested. In this particular case it was not known that the attempt was being made until after the plane had left McCook Field, when the Associated Press called on Mitchel Field for information. If this station had had possession of pictures of the pilot and plane and the facts concerning the flight it would have been possible to have given accurate information, and upon the safe arrival of the pilot to have released the pictures to the press, and which they were very desirous of having.

The Air Service is not looking for credit or applause, as what is being done is all in the day's work, but it is only right that the public should have accurate facts concerning an organization which they maintain and the gratifying knowledge that it is neither dead nor sleeping, and that all the achievements in aviation are not necessarily confined to other countries."

We cannot agree with that part of the last paragraph of the above quotation which hints about aviation achievements being confined to other countries. As a matter of fact, the Army Air Service now has the distinction of holding practically all the aviation records worth while - speed, altitude, endurance and distance. We do heartily concur with the above in all the other particulars.

GENERAL LIGGETT VISITS LUKE FIELD

Lieut.-General Hunter Liggett was the distinguished guest of the Commanding General, Hawaiian Department, while the U.S.A.T. CHATEAU THIERRY remained in port and honored the 5th Group with a visit, during which the Field was informally inspected. En route to Ford Island, the 23rd Squadron (Bombardment) entertained the General with an impressive series of formation maneuvers, which was followed later by an interesting demonstration by the 6th Squadron (Pursuit) of attack raiding, where the formation breaks from V to chain and executes dive-chaundelle tactics on a ground target in a figure eight formation which produces, with two-seater fighters, an absolute rain of continuous fire on any given objective.

AIRMEN BATTLE FOR THEIR LIVES IN HEAVY SEA ✓

Captain R. J. Kirkpatrick, Lieut. F. A. Johnson and Sergeant Roy Grooms, of the 23rd Aero Squadron, stationed at Luke Field, H.T., had an opportunity to exploit the theories of Jules Verne recently, when for an hour after a forced landing at sea in an HS2L Flying Boat, which had been smashed in by the heavy swell running, they battled with the surf and their rapidly sinking seaplane to keep above water. Prompt assistance was rendered by the Commanding Officer of the Naval Air Station, and speed boats dispatched to the rescue. They arrived just after the occupants had been taken aboard a large fishing sampan. No injuries were sustained, however, and it was later found that the HS2L would remain afloat, with about 18 inches of the forward hull and half the top wing exposed for six or eight hours.

A NEW AIRDROME AT LOUISVILLE, KY. ✓

According to an announcement published in General Orders of the War Department, the reserve airdrome established at Louisville, Ky., is named "Louisville Airdrome, Bowman Field", in honor of Mr. A.H. Bowman, a patriotic citizen of Louisville, Ky.

RACE AROUND ENGLAND TO BE AN ANNUAL EVENT

The Royal Aero Club of Great Britain has received notification from the King that he will present a cup for the air race round England this year.

The race for the King's Cup was inaugurated last year when the King gave practical expression to his interest in aviation by presenting a trophy to be competed for in a race round Britain. The regulations for the contest were drawn up and the race was generally supervised by the Royal Aero Club, which received valuable assistance from the Air Ministry.

In the past year the race was won by Mr. F.L. Barnard, who flew a DH4A (Rolls) airplane, entered by Sir Samuel Instone. It is understood that the second cup which the King has now given will be competed for annually, the first being retained by the winner of the race last year.

WIND STOPS AIR EXPRESS

The pilot of the Daimler air express from Manchester, Eng., to London, stated that on one of the trips made between these two cities the wind was so strong that even with his powerful Napier engine running full out, his machine at times stood still, hovering like a helicopter.

AVIATION IN RUSSIA

The Aviation Correspondent of the London DAILY TELEGRAPH writes: "Ostensibly Russian, but designed, built and operated by German designers, constructors and pilots, a great fleet of 5,000 airplanes is now to be equipped and flown within Russian territory. With the assistance of German aeronautical experts the Soviet Government has just completed a survey of the aerial possibilities of Russia, and a new exploitation of these vast territories, initiated and maintained by air, is what is aimed at now. Great trunk air lines have been mapped out by the German experts, and a technical expert in the official air organ of the Soviet authorities now declares that the Russian airway potentialities are becoming so vast that, by

1925, the great air factories which are now being established here and there in Russian territory will be called upon to turn out several thousands of new commercial airplanes each year in order to cope with the ever-increasing demand for "flying stock". This "air restoration" of Russia, providing a swift, constant communication, will, their German advisers have told the Soviet Government, effect bigger practical results in a few months than could be achieved by other means in years. From the astute German point of view the scheme will provide a unique method for German engineers not only to gain just the experience which is now required in widespread airway cooperation, but also in detailed "air express" construction and in actual day-and-night pilotage on long routes - because, though the scheme embraces the gradual training of "air drivers" of Russian nationality, it is taken for granted that in the early stages, and for some time afterwards, the bulk of the expert flyers will be German ex-war pilots.

AIR ACTIVITIES IN THE PHILIPPINES.

Activities are once more under way at Camp Claudio, where the large F-5-L seaplanes are being placed in condition for active service. These seaplanes have been held in reserve for the year, and before they can be launched the track leading from the hangars into Manila Bay must be raised from beneath the sandbar which has formed over it a short distance from the shore.

The exuberant energy and real American "Pep" of new arrivals in the Islands are valuable assets to the organizations to which they are assigned and a topic for conversation among the wise ones who have withstood the most persistent efforts of a Tropical Sun during an extended period. It is a noticeable fact that the most frolicsome nature will soon become content to follow the line of least resistance and a once unthought of siesta will have soon become a daily habit. However, the boys of the 28th Squadron at Clark Field are still going strong and, regardless of the sun, engaged the "House-boys" of the Officers Line in a fierce and heated ball game on Sunday afternoon. Their best efforts were of no avail, and an even score necessitated another game for the following Sunday.

Building activities are again under way at Camp Nichols, Rizal, P.I. The Constructing Quartermaster is building a reinforced concrete barracks 40 x 140 feet which, when completed, will serve to relieve living conditions somewhat by permitting some of the enlisted men, who are living in tents, to get under permanent cover. A large hangar, 100 x 160 feet, is nearing completion on the south end of the field. With the additional appropriation of funds received for enlarging the flying field, the work is progressing satisfactorily and should be completed by next summer.

ADDITIONAL FACILITIES FOR GUNNERY AND BOMBING AT KELLY FIELD.

A rectangular tract of land, approximately two miles by two and one-half miles, west of Kelly Field, has been leased as a range for gunnery and bombing operations. A mosaic of this land has been made, and machine gun targets are being erected. A small barrier is to be constructed in a stream to provide a pond to float silhouette targets.

MAJOR HICKAM'S NEW ASSIGNMENT

Major Horace M. Hickam, Air Service, who has been on duty in Washington, D.C., as Chief of the Information Division, Office Chief of Air Service, for nearly four years, has been transferred to Kelly Field, San Antonio, Texas, where he has assumed command of the Tenth School Group. He is also Assistant Commandant of the Air Service Advanced Flying School at that field.

It is doubtful if the transfer of an officer from this city to another station has occasioned such universal regret as in the case of Major Hickam. Always cordial and genial in disposition, his host of friends in Washington will surely miss him. We join them in wishing him every success in his new duties.

Major Hickam has been succeeded as Chief of the Information Division by Major Ira A. Rader who, prior to his new assignment, served as Air Officer of the 7th Corps Area with headquarters at Fort Omaha, Neb.

TO ATTEMPT RECORD ENDURANCE FLIGHT

Lieuts. Oakley G. Kelly and John A. Macready, Air Service, are at it again. This time they will attempt to establish an official world's endurance record in connection with a test of the high-compression Liberty engine.

It will be remembered that these two pilots broke the endurance record in a flight of 35 hours, 18½ minutes at Rockwell Field, San Diego, Calif., last October, when a heavy fog in the mountains in Southern California forced them to abandon their proposed non-stop flight across the continent and return to their starting point, where they made a continuous performance of circling the field until their gasoline supply was exhausted. The airplane to be used on this flight is the Army Air Service Transport T-2, the same one used on the endurance flight and on the non-stop transcontinental flight in November which abruptly terminated at Fort Benjamin Harrison, Ind., due to a cracked water jacket.

A number of minor changes have been made in the motor installation for the convenience of the pilots, such as installing a heating arrangement which conducts heat from the exhaust stacks to the cabin, installing sensitive altitude and throttle controls, removing booster radiator, installing additional radiator shutters, housing in the forward pilot's compartment as a protection from the cold, changing the method of injecting reserve water to radiator, providing means of injecting non-leak compound, providing separate battery for lighting system, and installing dual ignition switches.

Preparation of the motor consisted of completely rebuilding one high-compression Liberty-12 engine, A.S. 30393, by installing new connecting rods, main bearings, new cylinder rings and 6.5-1 pistons, stub-tooth gears, special oil pump, and high tension wiring. Following a five-hour run, the motor was disassembled for inspection, assembled and returned to torque stand for routine test. At this time particular attention was paid to the distribution of gasoline and carburetor setting, with the result that a minimum fuel consumption -.41# per horsepower-hour was secured. With the gasoline available, this consumption should result in approximately 41½ hours endurance.

A special gasoline for this flight has been received from Rockwell Field, San Diego, Calif., the purpose of this being to eliminate pre-ignition and detonation in the high-compression motor by the natural properties of California gasoline, thus reducing the percentage of benzol and avoiding the danger encountered in freezing temperatures.

The oil to be used consists of 35 gallons of Pennzoil Special Extra Heavy, which has been thoroughly tested by a chemist at McCook Field with excellent results.

The take-off will be made from Wilbur Wright Field as soon as weather permits, which may be as late as March 1. The present plan indicates that the take-off will be made about 4 p.m., necessitating flying two nights and part of three days, which permits a landing in daylight after 38 hours' flying.

The food carried will consist of black coffee, beef broth, sandwiches, and drinking water.

No special clothing will be used, and the pilots expect to be able to keep warm by the heat furnished from the motor exhaust through the special cowling and air ducts.

COMPETITION IN THE FLIGHT AROUND THE WORLD ✓

It begins to look as if there is going to be considerable competition for the honor of being the first to circle the globe by air during the present year. Sir Keith Smith, who with his brother, the late Sir Ross Smith, was to have made the attempt last year but for the very regrettable accident which resulted in the death of Sir Ross and Lieut. Bennett, has just returned to England after an eight month's tour around the world, during which he inspected most portions of the route he intends to follow in his attempt this year. Sir Keith will use a Vickers Viking with Napier "Lion" engine, being still convinced that this is the ideal type of machine for the flight. The route to be followed by Sir Keith and his assistants will be approximately the same as that planned for last year's attempt, and it is hoped that a start will be made towards the end of April.

Mr. Alan Cobham, the well-known deHaviland pilot, intends to make an attempt on the DH 9 with 230 h.p. Siddeley "Puma" engine. This type of machine has already, piloted by Cobham, some remarkable flights to its credit, such as a tour of Europe, a flight from London to Casablanca and back to Venice, and a number of others. For the flight around the world, which Cobham intends to commence sometime in March, floats will be dispatched to Shanghai, Vancouver and Toronto. Naturally some of the stages will be very difficult, such as the long oversea passages from Japan to Canada and from Canada or Newfoundland to Europe. Cobham will, however, probably take the southern route over the Atlantic, via the Azores. He is hoping to make the trip in a little over two months.

Finally, there is the proposed attempt by Messrs. Macintosh, Tymms and McCloughry, who will use a Fairey twin-float seaplane with Rolls-Royce "Condor" engine. The date of the start of this team has not yet been announced, but it will probably be approximately at the same time as the start of the other two. Thus the flight may very well turn into a race to be first round, which would add very materially to the public interest in the event. As all three teams have organized their attempts very thoroughly, there is every chance that at least one of them will get through. - FLIGHT (London).

THE FLIGHT TO PORTO RICO ✓

In order to demonstrate the ease with which aerial communication may be established with insular possessions of our country, such as Porto Rico, and to allow the collection of valuable data relative to terrain and meteorological and climatological conditions in the regions passed over, the Chief of Air Service has applied for and received the permission of the War Department to carry out a flying expedition of six airplanes from the United States to Porto Rico, via Cuba, Haiti and San Domingo, a distance of approximately 2700 miles, over the following route:

	<u>Distance</u>
San Antonio Air Intermediate Depot to Lake Charles, La.	325 miles
Lake Charles, La. to Maxwell Field, Montgomery, Ala.	450 "
Maxwell Field, Montgomery, Ala. to Arcadia, Fla. *	450 "
Arcadia, Fla. to Havana, Cuba	300 "
Havana, Cuba, to Santa Clara, Cuba (emergency)	175 "
Havana, Cuba to Camaguey, Cuba	325 "
Camaguey, Cuba, to Guantanamo, Cuba	300 "
Guantanamo, Cuba to Port-au-Prince, Haiti	225 "
Port-au-Prince, Haiti to San Domingo, D.R.	150 "
San Domingo, D.R. to San Juan, Porto Rico	250 "

* The flight will be considered as starting from Arcadia, Florida.

The return journey will be over the same route as far as Arcadia, Fla., thence to Jacksonville, Fla., to Fort Bragg, Fayetteville, N.C., to Bolling Field, Anacostia, D.C., from which place, after proper disposition has been made of the airplanes, the officers making the flight will return to their proper stations.

It is proposed to start the flight prior to March 1st, in order that same may be completed before the wet season in the West Indies sets in. In view of the fact that the Marine Corps successfully completed a flight from Washington, D.C. to Port-au-Prince, Haiti, and return, during the months of March and April, 1921, officers of the Air Service apprehend no difficulty in negotiating the flight. The route as far as Port-au-Prince is similar to that followed by Lieut.-Col. T.C. Turner, who commanded the Marine Corps flight.

Captain Thomas G. Lanphier, Air Service, who has been detailed to command the expedition, is a cross-country pilot of considerable ability who held the rank of Major during the war and is now in command of Air Service troops at Fort Sill, Oklahoma. Other officers who will participate in the flight are as follows: 1st Lieut. C.B. Austin, Erik H. Nelson, G.C. McDonald, Newton Longfellow, R.K. Stoner, J.A. Woodruff, C.V. Haynes, D.H. Dunton, Guy Kirksey, I.G. Moorman and E.T. Selzer.

Lieut. Austin is the officer who made a heroic attempt to fly a land plane from Panama to Kingston, Jamaica, two years ago, being compelled to return to his starting point after going about half way on account of an approaching heavy storm. Lieut. Nelson has been detailed as Engineer Officer of the expedition due to his engineering and mechanical ability and his experience on the Alaskan flight, the successful outcome of which, according to Captain St. Clair Streett, commander of that expedition, was due in a great measure to Lieut. Nelson's extraordinary ability. Lieut. Kirksey will serve as the Photographic Officer. All of the other officers have had considerable cross-country experience, both overseas and in the United States, and are well qualified for a trip of this nature.

The airplanes to be used on this flight will be DH4B's of 135-gallon capacity, which allows them to make a non-stop flight of 500 miles. These airplanes are now being placed in commission at the Air Intermediate Depot, San Antonio, Texas, and will be ready before the time of the start.

Captain Oliver S. Ferson, who is Chief of the Radio Section, Office Chief of Air Service, Washington, D. C., has been detailed as Advance Agent of the expedition, and will proceed by rail and boat to Havana, Cuba, thence over the whole route by rail and water transportation in order to make the necessary arrangements for landing facilities on the route. He will keep in direct touch with the Commanding Officer of the flight.

A sufficient amount of gasoline and oil will be shipped to all landing points, with the exception of Guantanamo, Port-au-Prince and San Domingo, where the Navy and Marine Corps, respectively, will meet the necessary requirements.

After landing at Camaguey, the flight will next stop at Guantanamo, where landing will be made at Hicacal Beach on Guantanamo Bay, opposite the Naval station. At Port-au-Prince, the landing will be made at Bowen Field, the Marine flying station, $1\frac{1}{2}$ miles north of the city. The next stop will be made at the Marine flying station at San Domingo, about four miles northeast of the city. The final stop is at San Juan, where the ships will be carefully checked over and then the return flight started.

The experimental and training flight is being made during the dry season, since the best flying conditions prevail at this time. The course is over water and all kinds of terrain, ranging from flat swampy grounds to high mountains, so that on this short trip the aviators will receive experience in flying over all possible types of country.

Although the route extends only as far as Porto Rico, it is expected that during the next dry season a flight will be made over the same route, continuing over the Leeward and Windward Islands, and the northern shore of South America to Panama and return, via Central America and Cuba.

AIRPLANE SAVES LIFE OF MAROONED BOY ✓

Chalk up another achievement for the airplane! Here was a case where a young man who was severely injured in an accident and required immediate medical treatment was in an unhappy predicament of being marooned in an inaccessible spot, due to ice conditions rendering it impossible for physicians to reach him - except by airplane. To put it briefly, the airplane was equal to the emergency.

On February 7th, Jesse Cole, a woodsman, sustained a fracture of the skull while working in a log jam at a camp on Beaver Island near the village of St. James, Mich., a pole supporting a jammer slipping and striking him on the head. At first it was believed no medical aid could be obtained, the wind having carried out much of the ice between the island and the mainland. His friends cared for him and trusted to his hardy condition to aid in the fight. A temporary ice jam enabled a fellow worker to cross to Charlevoix, Mich., to obtain aid. Hardly had he reached the mainland when the ice broke up, and physicians were unable to cross on foot. The ice floes made a boat trip too hazardous.

Cole's father in Chicago sent an "S.O.S." call over the long distance telephone to General Patrick, Chief of Air Service, who advised him to get in touch with the Commanding Officer at either Selfridge Field or Chanute Field. The next morning a plane from Selfridge Field, Mt. Clemens, Mich., piloted by Lieut. Russell Meredith, Army Air Service, with a mechanic, "hopped" off in a DH in a blinding snow storm for Beaver Island, about 20 miles north of Charlevoix, in Lake Michigan. He landed in the harbor at Charlevoix, picked up Dr. R.N. Armstrong, flew across the channel in a snow storm and landed on the ice near the island. Arriving at Cole's cabin, the doctor performed an operation on the injured man, and later reported that the patient will undoubtedly recover.

ECONOMY AND SPEED ✓

The above are two highly desirable attributes, and the Air Service is one branch of the service which can justly claim possession of same. Whenever an Air Service station is about to receive a consignment of recruits or a detail of trained mechanics from the Technical School at Chanute Field, or contemplates sending enlisted men to that school for training, it does not always have to rely on the railroads for their transportation but, whenever a Martin Bombing machine happens to be available it is promptly put to use, and the men enjoy a comfortable journey by the most rapid means of transportation existing in this day and age.

Of course, mishaps are bound to happen at times, due to the fact that the aviation engine still possesses temperamental habits and is inclined to depart from the straight and narrow path at unexpected moments. But much more often than not the plane gets them there and brings them back in a fraction of the time it would take them to travel by rail, and the only expense involved is the cost of the gas and oil consumed.

Sometime ago, orders were received transferring thirty men from Chanute Field to the Aberdeen Proving Grounds, Md., by air, and directing the sending of two Martins to Chanute to ferry the men in. Lieuts. George and Graybeal, each in an NBS-1 departed for Chanute, by way of Moundsville and McCook. They made very good time considering that they were held up occasionally by inclement weather. On the return trip several days later, the planes remained together until after they left Moundsville, W. Va., when Lieut. George soon experienced motor trouble and returned to the field. Lieut. Graybeal continued, expecting soon to reach the home field, but he, too, experienced engine trouble when the gear on the vertical drive shaft stripped, causing him to land near Hagerstown, Md. He came in by rail the same day and returned with repair parts to Hagerstown by a DH the following morning. He brought the Bomber in about noon the next day, through extremely poor weather. Lieut. George was forced to remain at Moundsville until weather cleared, when he came through. Each plane brought back five men in addition to the mechanic taken with each.

Two more Bombers will be sent for some of the men as soon as they can be spared from the active bombing work done at Aberdeen. These planes will be piloted by Lieuts. Melville and Bleakley.

ORDNANCE OFFICER ENJOYS FIRST AIRPLANE FLIGHT

Prior to the arrival at the Aberdeen Proving Grounds, Md. of the student attending the Field Officers' School at Langley Field, Colonel Tschappat, Commanding Officer of the Proving Grounds, was induced by Lieut. Bleakley, the Operations Officer, to make his first flight in an airplane. Lieut. Bleakley kept the Colonel in a DH for nearly an hour, during which time a sight seeing tour of the Reservation and Edgewood Arsenal was made. During the flight the Colonel witnessed firing practice and was able to see the shells strike and explode. Also while in the air the Colonel observed the flight of six Martins bringing the students at the Field Officers School from Langley. Upon landing, the Colonel stated that the flight had been very pleasant, that he had enjoyed it immensely and desired to take another in the near future.

A QUERY FROM THE EDITOR.

Every once in a while the Editor is asked why the NEWS LETTER does not publish any more of the "humorous stuff" which at one time adorned its columns, and the only reply that could be given is that the Editor is not a humorist himself and that our humorous correspondents have gone into retirement. The NEWS LETTER is a "serious" publication, but the familiar old saying "A little humor now and then is relished by the best of men" holds good in our case.

What has become of our correspondent who used to record the happenings at Ellington Field in such breezy, inimitable fashion: also where is he who created so many laughs by setting forth in Ring Lardner fashion the experiences of a certain rookie who started his letters with "Dear Gus"? We take this opportunity to inform these two contributors that their "Stuff" was very much appreciated by readers of the NEWS LETTER. If these two young men are hibernating, it is high time for them to step out - Spring is almost here - and give us a chance to shake our sides, as in the days of old. All contributions thankfully received.

SQUADRON NEWS

Kelly Field, San Antonio, Texas, January 6, 1923.

Lieut. James A. Woodruff, Engineering Officer, 3d Group (Attack) with Lieut. Twining as passenger, made a cross-country trip to Clarksville, Texas, and return, the trip consuming three days.

TENTH SCHOOL GROUP

FORTY-FIRST SCHOOL SQUADRON:- Advantage was taken of the Yuletide vacation authorized by Post Headquarters and the allowed number of furloughs were granted to the enlisted men. The 41st Squadron had a purely Squadron celebration on Christmas Eve. A large Christmas tree was erected by the N.C.O.S.'s in the Squadron's recreation room for the entire personnel, including wives of officers and enlisted men. Gifts of all descriptions were presented by Santa Claus (Sgt. Harry F. Isaacs) and it need be said that he certainly played the role of Santa Claus admirably and neglected no one. The ladies present and absent received a gold thimble with the 41st Squadron engraved therein, also their respective names, and date of presentation. A very nice time was enjoyed by all. Refreshments were served and entertainment featured the event.

Activities were resumed January 2, 1923, with preparations for the 1923 class of students. On that day Captain Laughlin of the San Antonio Air Intermediate Depot made an inspection of airplanes in the School Group for the purpose of giving a great number of airplanes used by the preceding class of students a complete overhaul. All of these ships will be checked and strengthened, new motors installed, and then returned to the School Group on or before the time the next class of students is received. All airplanes will be in excellent condition and ready for strenuous service.

FORTIETH SCHOOL SQUADRON:- Training and operations have been carried on successfully the past week with three ships in commission.

Five ships are being sent to the A.I.D. for general overhaul and repairs, by order of Captain Laughlin, Inspector.

Night flying has been successfully carried on the past two nights, the atmospheric conditions and a full moon making it very enjoyable.

FORTY-SECOND SCHOOL SQUADRON:- Since the graduation of the last class, flying has been curtailed and in all probability things will seem rather quiet for a while. The organization has a new Squadron Commander, Captain Joseph H. Davidson, who is a graduate of the last school. Captain Davidson is not entirely new to some members of this organization, they having served in his organization at Post Field. They are very much pleased at his return. First Lieut. Paul T. Wagner, the old Squadron Commander, was appointed Squadron Adjutant in addition to his other duties. The strength of the organization is 5 officers and 107 enlisted men.

NINETIETH ATTACK SQUADRON:- The large G.A.X. triplane was temporarily put out of commission due to an accident to the lower right wing while landing. The accident is of such nature that it is not definitely known when it will again be available for flights.

THIRTEENTH ATTACK SQUADRON:- Three officers have been placed on special duty with this squadron and, as a result, considerable activity has been displayed in the operations' department due to their flying.

Captain Harvey and Lieut. Williams engaged in a night flying mission on January 3d.

Lieut. Williams made a cross-country flight to Victoria, Texas.

EIGHTH ATTACK SQUADRON:- Our commissioned personnel has been augmented by the detail of three officers to this organization, namely: 1st Lieuts. Raymond Jett, Charles McK. Robinson and George E. Beverly, formerly of the School Group. All that we can say is that we are glad to have them with us and hope that the detail will change into a permanent assignment.

The holiday season being over we have again settled down to our usual routine duties. Machine guns are being mounted on three of our ships, in compliance with instructions from the OCAS. We are also expecting the 13th Squadron to come clean with our pro-rata share of the thirty-seven parachutes they have on hand and when this is accomplished we will be able to comply with all safety instructions.

The holiday season gave all our embryo huntsmen an opportunity to develop their talents and inclinations. Several parties hid themselves to the four winds--each reporting an abundance of wild game and plausible excuses as to the absence of same on their return.

SIXTEENTH SERVICE SQUADRON (Formerly Air Park #5): Lieut. Max F. Schneider, Commanding Officer of First Wing Headquarters, accompanied by Private Grant as mechanic, made a week-end cross-country trip to El Paso, Texas. Lieut. Schneider flew a DH4B, and the trip was made in record time without mishap.

Kelly Field, San Antonio, Texas, Jan. 13, 1923.

TENTH SCHOOL GROUP

On Wednesday afternoon, January 10, First Lieut. Fondá B. Johnson, A.S., was killed when the SPAD in which he was leading a three-ship formation collided with a SPAD piloted by Private, First Class, Duane C. Warner during a formation manoeuver. Lieut. Johnson was very well known throughout the Air Service. He served with the Border Patrol and later with the Pursuit Group at Ellington Field, and flew in the recent races at Detroit. Lieut. Johnson's associates held him in very high esteem and greatly mourn his loss.

Beginning next week, all officers of the 10th Group are to take equitation lessons three times a week.

Classes in French for the officers and ladies of Kelly Field are being conducted three times a week by Monsieur Fournier.

FORTY-SECOND SCHOOL SQUADRON: The organization is undergoing considerable change since Captain Joseph H. Davidson became Squadron Commander. Curtain material has been secured for all windows of the barracks; all the beds have been painted; and the barracks and area around them have undergone a general cleanup.

Several promotions in rank and ratings have been made and this has greatly helped the morale of the organization.

The Squadron now has but two ships in operation. Although this shortage of ships somewhat handicaps flying, it gives the organization an opportunity to police up the Squadron Area.

SIXTY-EIGHTH SERVICE SQUADRON: During the past week the name of this organization was changed from the 13th Air Park to the 68th Service Squadron. Nineteen men reported from the Mechanics School at Chanute Field.

FORTIETH SQUADRON: Cross-country flights were made by Captain Lynd and Lieut. Frederick to Post Field.

FORTY-FIRST SCHOOL SQUADRON: Squadrons of the 10th School Group have been flying some very good nine-ship formations during the last week.

The hangar detail of this Squadron has been taking advantage of the lull in flying and is getting everything in readiness for the next class of students.

Our Photographic ship, No. 30, was transferred to the 12th Squadron (Observation) at Fort Bliss, Texas, January 9th, leaving but three ships on hand after we turn in the seven ships to the S.A.A.I.D., as ordered.

THIRD ATTACK GROUP

NINETYETH ATTACK SQUADRON: Usual routine flights, drill periods, and lectures were the order during the past week. The organization has drilled in the school of the company and practise reviews for the contemplated inspection of General Mitchell.

Two ships participated in the artillery firing of the 4th Field Artillery at Camp Stanley, Lieuts. Zettle and Honsinger were the pilots, with Lieut. Carr as observer. The total time was approximately three hours.

Lieut. Donald G. Duke, of the Corps Area Air Office, as pilot, with Corporal Carey of the 90th Squadron as mechanic, made a cross-country flight to El Paso.

TWENTY-SIXTH ATTACK SQUADRON: Lieut. Jett of the 8th Squadron with Captain Legge as passenger made a cross-country flight to Fort Clark, using a DH4B from this organization.

Lieut. Carr and Sergeant Reese made a cross-country flight to Victoria, Texas returning the same day. During the last week the Squadron has received six trucks to be used for service in the Squadron.

THIRTEENTH ATTACK SQUADRON: Lieut. Williams with Corporal McKinney as passenger made a cross-country flight to College Station, Texas and return.

Monday, January 8th, the Squadron started to move their transportation to Hangar #22, where it is being gone over and thoroughly overhauled in view of the order which will be received in the near future, designating this Squadron as an Air Service Field Squadron.

EIGHTH ATTACK SQUADRON: On January 5th, three planes from this organization flew in the formation with the other ships of the Attack Group.

On January 7th, Lieut. Phillips flew to Love Field, Dallas, Texas, returning with Corporal Lipp as mechanic, who had been on furlough.

On January 10th, all squadron officers attended a lecture, at the Post Pigeon Loft, on the care and handling of pigeons.

SIXTIETH SERVICE SQUADRON: Lieut. Max F. Schneider, Commanding Officer of the 1st Wing Headquarters Detachment, accompanied by Lieut. Meloy made a cross-country flight to Victoria, Texas.

Lieut. Wriston, of the 12th Squadron, Fort Bliss, Texas, left Kelly Field January 10th, for his home station, when he crashed at Hondo. Lieut. Zettle, of the 90th, flew to that place for the purpose of bringing him back to Kelly Field.

Kelly Field, San Antonio, Texas, January 27, 1923.

THIRD ATTACK GROUP

NINETIETH ATTACK SQUADRON: The inclement weather on Monday necessitated a diversion from our usual drill schedule. The period from 7:15 to 7:45 in the morning was utilized in indoor calisthenics and instruction of recruits in the school of the soldier and various movements of the squad.

The sick list was rather abnormal this week, in view of which every precaution has been taken to prevent the flu from getting started. The upper windows in the barracks have been lowered and remain so at all times.

This organization participated in the dismounted aerial review last Saturday, furnishing four DH4B's, a GAX, and one SE5A.

EIGHTH ATTACK SQUADRON: During the week the officers of the Squadron participated in daily flights in formation as well as the aerial review on Saturday. Forty-three flights were made during the week for a total flying time of 30 hours and 20 minutes.

On January 17th, Captain Chas. B.B. Bubb, Commanding Officer, and Lieut. R. S. Jett proceeded by air to Brownville, Texas, by way of Laredo and McAllen, Texas, to inspect the border airdrome.

THIRTEENTH ATTACK SQUADRON: Our basketball team got off to a poor start this season, going down to defeat in their first game before the strong Twenty-sixth Team. They came back, however, a few days later and decisively defeated the Group Headquarters Team. There is plenty of material for a winning team in the squadron and, with proper development, it should win many victories.

First Lieut. Wm. L. Wheeler, with Major Russel as passenger, flew to College Station, Texas, on the morning of January 20th. He returned late in the afternoon of the same day and reported a very enjoyable trip.

SIXTIETH SERVICE SQUADRON: A basketball court has been installed in Hangar 14, and to date this squadron hasn't lost a game on the field. We expect to develop into winners of the Kelly Field League and will give any other team aspiring to that honor a hard tussel for first place.

A new DH4B-1 has been assigned to Lieutenant-Colonel Culver, the Corps Area Air Officer. The Colonel has not yet been out to the field to test the ship, but Lieut. Duke, assistant Air Officer, gave it a forty-five minute motor test Wednesday and reported it in first class condition.

TWENTY-SIXTH ATTACK SQUADRON: Lieuts. Carr and Zettle participated in a problem with the Infantry last Thursday, using a ship from this squadron equipped with telephonic apparatus especially adapted for use with Infantry troops. This telephonic apparatus is known as Type SCR-68. They were used as observers and operated with the 20th Infantry stationed at Camp Travis. The total flying time on this problem was 3 hours and 15 minutes.

One of the newest ships to be assigned this squadron was crashed by Lieut. Jett while he was performing liaison work at Camp Stanley. This leaves the Twenty-sixth with only two ships in commission and two undergoing repairs in the squadron hangars.

THIRD ATTACK GROUP: A general "shake-up" in the officer personnel has been affected within the Group last week with the following assignments: Lieuts. Harry J. Martin and Laurence J. Carr to the 8th Attack Squadron; Lieuts. Lotha A. Smith and Charles McK. Robinson to the 26th Attack Squadron, Lieut. Smith to assume command; Lieuts. Raymond S. Jett, David W. Goodrich, and Arnold H. Rich to the 13th Attack Squadron; Lieut. Donald B. Phillips to the 60th Service Squadron; Lieuts. Raymond C. Zettle and Frank T. Honsinger to the 90th Attack Squadron; and 1st Lieut. Byron E. Gates relieved from command of the 26th Attack Squadron and assigned to the 90th Attack Squadron.

The coming visit of General Mitchell is being prepared for by the different squadrons. It is hoped that things will be in such a fine shape that the General will be forced to recognize the superiority of the 3rd Attack Group.

TENTH SCHOOL GROUP

SIXTY-EIGHTH SERVICE SQUADRON: The shops of this Squadron are now well organized and the organization has begun to function properly as a service squadron.

First Lieut. George H. Beverley was recently transferred to the Third Group.

Acting First Sergeant Saxton is now a member of the Military Police of San Antonio. Staff Sergeant Golather is acting first sergeant.

FORTY-FIRST SCHOOL SQUADRON: Flying for the past week was limited to formation flying with marked improvement in maneuvers.

2nd Lieut. Paul H. Kemmer, with Sergeant Cox as mechanic, made a successful cross-country flight to Post Field, Oklahoma, and return.

FORTY-SECOND SCHOOL SQUADRON: All officers of the organization have been participating in nine-ship formations daily for a period of one hour.

The organization has started two classes for its members - one in rigging and one in motors. Classes are held daily in the hangars and all who can be spared attend.

Total strength of organization to date is 5 officers and 108 enlisted men.

FORTY-THIRD SCHOOL SQUADRON: Flying for the week consisted of cross-country training flights and formation flying in Spads. One flight was made to Brooks Field and return. About twenty-five MB3A's are expected to arrive on or about February first, for use in the next class. Quite a lot of rigging will be done to these ships to have them in good shape for the next class. Lieut. Auby C. Strickland, formerly student officer with the organization, has been assigned to squadron.

Rockwell Air Intermediate Depot, Coronado, Calif., January 26, 1923.

Some one put a bug into the Weather Man's ear that we were boasting too much about the summer weather we were having, and "busted" up the party, as the sunshine has disappeared and the famous high fog, for which San Diego's winters are noted, has appeared.

Captain D. H. Mebane, Medical Corps, was transferred from Fort Rosecrans, Calif. to Rockwell Field, and has taken up the duties of Post Surgeon.

The physical examinations of Officers, as provided for in War Department Orders, is being delayed at this Depot, due to the absence of a Flight Surgeon. Non-flyers have received their examinations and it is thought orders will be issued within the next few days for a Flight Surgeon to report here for the purpose of examining Flying Officers.

On Saturday evening, January 20th, a dinner was given at the Officers' Club, Rockwell Field, by the Commanding Officer and Captain R. C. Ervin, for the Officers of the Army and Navy, their wives and friends. This was a delightful, informal affair, preceding the Barn Dance given at Hotel Del Coronado, which was one of the social events of the season.

The Regular Trap Shoot, which is held Thursday afternoons shows good shooting on the part of our gunners, and Lieut. L. H. Smith is giving Captain Randolph and Lieut. Seifert a run for their money, as they have always held the reputation for being high guns for Rockwell Field Teams. Thursday's score was as follows:

Lieut. Smith	90	out of a possible	100
Lieut. Seifert	90	" " " "	100
Captain Randolph	78	" " " "	100
Major Arnold	50	" " " "	75
Capt. A. D. Smith	80	" " " "	100
(a visiting officer)			

Captain A. D. Smith, Air Service, having complied with War Department Orders, to repair to his home (San Diego), to await retirement, is a frequent visitor at this Field. The retirement of Captain Smith takes another from the list of the old-timers, who worked hard to make Aviation what it is today. Captain Smith came to this Field a private, but was appointed a Corporal soon after his arrival, and during the war attained the rank of Major, Air Service. He was discharged in the fall of 1920 and re-commissioned Captain, A.S. Regular Army, to rank from July 1st, 1920. It is regretted by his fellow-officers and friends of the Air Service that his physical condition compels him to retire from active duty in the Air Service.

Air Service, Tennessee National Guard, Nashville, Jan. 29, 1923.

On January 19th Lieut. Meloy, Lieut. Blackard and Technical Sergeant Wilson went to Denver, Tennessee in the DH for the purpose of bringing high test gas to one of the squadron planes which had a forced landing. Gas was drained out of the main tank of the DH, and after about an hours work Blackard started home with the Jenny followed very closely by the DH.

Lieut. King, who was under orders to proceed to Brooks Field for flying training, was taken down with an attack of pneumonia and is still confined to his home. It is regretted that he could not take advantage of such an excellent opportunity to learn to fly.

Lieut. Shankle from Aberdeen arrived in Nashville on January 24th. He had ferried a JN-6H from Kelly Field, coming by way of Waco, Dalla, Saltello, Hope, Little Rock, Memphis, and Jackson. Between Jackson and Nashville he encountered rain and fog and, as darkness was approaching, decided to land at Tennessee City, forty-five miles west of here. Four days rain hadn't helped the fields in this locality very much and in landing, the Jenny refused to remain on all fours. A broken prop and a few minor damages resulted. The plane will be flown into Blackwood Field just as soon as weather permits.

Luke Field, H. T., Jan. 5, 1923.

Had it not been for the calendar to remind us of the approach of the Christmas season, December to us would have been spent as our brothers in arms on the Atlantic Coast are wont to expect of the month of May. Good flying weather prevailed daily throughout the month, enabling the Group to carry out 698 missions for a total of 157 hours and 19 minutes in the air. Visiting transports were greeted with typical Aloha demonstrations, in which formations from this Field maneuvered over and around the vessels as Honolulu harbor was approached.

Ensign Searl and Midshipmen Gibson and Love of H.M.S. "Capetown", a cruiser from Bermuda on tour, visited the Field during the latter part of the month and participated in a formation patrol over the west coast of Oahu.

We are not members of the Hawaiian Tourist Bureau, but can certainly vouch for their remarks about the phenomenal climate they feature in the middle of the Pacific. For instance, the Post Basketball League just closed, was an inter-squadron competition played on the open air court during the month of December. Air Park #10 carried off the honors with three games won and only one lost. Every evening after the various games, practically every player and most of the gallery raced to the Barracks for their bathing suits and plunged into the waters of Pearl Harbor for a refreshing swim. At night, after the moving picture show in the semi-open Post Service Club, hardly a man heard taps with less than a sheet and blanket over him as proof of the cool trade winds passing over the Field from the Koolau Mountains. And while some of the Air Service personnel that we have kept in touch with through the News Letter are now parading around in their heavy overcoats, we, of Luke Field, are in training for a big Aquatic Meet to be held during the latter part of January - by way of contrast.

Air Service 1st Cavalry Div., Fort Bliss, Texas, Jan. 30, 1923.

The Air Service troops are at last quartered in good buildings, having been moved to the E. & R. School building, replacing the Quartermaster and Finance Offices.. The enlisted personnel are very pleased over the change and plan new improvements in the way of grass courts, etc.

Major Leo G. Heffernan, A. S., made a cross-country trip to Kelly Field the past week returning Sgt. Boutriell to his station. Sgt. Boutriell was from Kelly Field and instructed the personnel in parachute folding, packing and fitting.

The Allied Film Co., El Paso, Texas, assisted by the Air Service, are making a comedy movie, which will be released soon. Some very realistic stunts have been pulled (on the ground). The real thrill of the picture consists of a parachute jump which was successfully staged. "Lieutenant Dummy" did the jumping.

Captain Thomas W. Hasteley, A. S., and Lieut. Robert D. Knapp inspected the western stations along the border during the week.

First Lieut. Charles W. Sullivan, A. S., flew to Albuquerque, New Mexico and assisted the Chamber of Commerce in planning a municipal landing field. The return trip, 260 miles, was made in two hours flat.

The squadron regrets the loss of Corporal William A. Lee, Jr., Medical Department, assistant to the Flight Surgeon. Corporal Lee returns to his home, Albuquerque, New Mexico, to take up the study of Pharmacy.

The organization was on the range lately, and quite a few qualified.

The death of 1st Lieut. Edgar A. Liebhauser, A.S., was keenly felt by the personnel of this outfit. His stability of character had endeared him to every one who knew him. Lieut. Liebhauser was killed in a crash at Del Rio, Texas, on January 12, 1923.

The infant daughter of Lieut. and Mrs. Ployer P. Hill, died following an attack of pneumonia, January 21. Interment was in Evergreen Cemetery, El Paso, Texas.

1st Lieut. Claire L. Chennault, A.S., cross-countryed to Ellington Field, Texas, on order from Headquarters, 8th Corps Area.

The pigeon service at this station is very efficient and many short and long trips are made for the purpose of training pigeons.

Technical Sergeant Ezra F. Wendell, Captain, A.S.O.R.C., received his rating as "Junior Airplane Pilot" and has graduated to the D.H. class.

Camp Nichols, Rizal, P.I., Nov. 25, 1922.

Captain and Mrs. George B. Patterson left on the U. S. Army Transport "Grant" for the United States on the 21st.

Lieut. and Mrs. Henry I. Riley were guests of Lieut. and Mrs. Willis R. Taylor over the weekend. Lieut. Riley is leaving the service upon his return to the United States.

First Lieut. Charles M. Leonard was granted leave of absence and left on the U.S. Army Transport "Perritt" for a visit to China. He will meet Mrs. Leonard, who left during the previous week, in Peking.

Privates Joseph A. Dunn, Air Park No. 11, and A. W. Hartman, Headquarters Detachment, 4th Group (Observation) took advantage of furlough privileges and left on a month's visit through China.

Lieut. Leland C. Hurd received orders assigning him to duty at Selfridge Field upon completion of his tour of foreign service. Lieut. and Mrs. Hurd have recently returned from an extended tour throughout the Southern Islands on the "Malay Straits" and plan to spend a short leave in Baguio during December.

Camp Nichols, Rizal, P. I., Dec. 2, 1922.

The bachelor officers of the Post who maintain a house on Manila Bay, close to the Polo Club, are "getting in their time" wielding polo mallets these days. Lieuts. White, Nutt, McReynolds, and others are to be seen daily practicing on the club grounds.

Lieut. and Mrs. John Y. York, Jr., have recently moved into the quarters vacated by Captain and Mrs. George B. Patterson, who returned to the United States on the November transport.

Lieut. and Mrs. Leland C. Hurd have gone to Camp John Hay, Baguio for a month, prior to returning to the United States on the transport sailing Jan. 9th.

Mrs. T. J. Hanley, wife of Captain Hanley, and her house guest, Miss Dorothy Campbell of Kansas, left for China on the Shipping Board Liner "President McKinley". They expect to remain in China for a month or longer and will visit Peking, Shanghai, Canton, Hongkong, and other places of interest in their travels.

Orders were issued in this department transferring the following named officers from Clark Field to Camp Nichols for duty: Captain Frederick I. Eglin, Lieuts. Leonard D. Weddington, and Ralph A. Hicks.

Warrant Officers J. V. Corcoran and R. E. Lassiter, on duty with the Air Depot, this station, received orders to proceed to Bolling Field and Scott Field, respectively, upon expiration of their tours of foreign service. Warrant Officer Corcoran will leave for the States on the January transport, and Warrant Officer Lassiter on the following transport.

Thanksgiving Day was duly observed at this Post. Mess Sergeant Kelsey and his assistants prepared an elaborate dinner for that day, which could hardly have been surpassed.

The Camp Nichols baseball team is fast coming into its own. Private Bathey, team captain, has a squad of about twenty men out every day. Baseball in the Philippines is played constantly except during the months of July, August and September when the rainy season starts in. A league, composed of Army, Navy, and Civilian teams, play a regular schedule covering the season.

A basketball court for the enlisted men has been opened up and Private Frank Couch, who has been elected captain of the team, has a squad of at least thirty promising players to pick his team from. A league composed of eight Army, Navy, and Civilian teams has been formed. "Red" Warburton, our Y.M.C.A. man, is coach.

Ten pin bowlers have been holding their own in the Philippine Bowling League. The absence of bowling alleys at the Post necessitates the men going either to Fort McKinley or to Manila to do their practicing. Following the close of the ten pin league for this season, duck pins will be in order. Lieut. Taylor is acting as coach of the team.

Clark Field, Pampanga, P. I., Nov. 25, 1922.

The Air Service is coming to the front in Athletic Meets, held at Camp Stotsenburg monthly. Having won first place in several events of past meets, we are anticipating greater victories in the future. Choosing the cool of the evening for observation, one may see numerous aspirants to athletic prowess in the making. Lieut. Henry I. Riley, former athletic officer, Clark Field, who is now enroute to the United States for discharge, is responsible for the increasing interest in athletics at Clark Field. That office is now very ably filled by 1st Lieut. F. L. Cook.

Non-Coms of the 3rd and 28th Squadrons, realizing the value of social harmony, organized a club to be known as "Non-Commissioned Officers Club, Clark Field". This action is considered a very important step toward the solving of problems peculiar to Non-Commissioned officers of the Air Service. Pleasing results are anticipated.

Staff Sergeant Theodore Schleuning, Sergeant Major of Clark Field for more than a year, returned to the States aboard the Grant. Staff Sergeant C. E. Peterson of the 28th Squadron (Bomb.) is our new Sergeant Major, and a capable man.

The following Non-Commissioned officers of the 3rd and 28th Squadrons will return to the States on the January transport: Staff Sergeants B. A. Cheska, F. L. Daughtery and J. Ponatowe and Sergeant A. Kuzmak. The departure of these men is regretted by their friends at Clark Field.

Clark Field, Pampanga, P. I., Dec. 4, 1922.

Thanksgiving week offered a welcome respite from the arduous duties of our daily work. Nothing to do but eat and sleep. The dinner on Thanksgiving Day, at the Field Mess, which was excellently prepared and well served, was attended by all officers present, not otherwise engaged.

We must not fail to remark, in passing, that the festival occasion being fully appreciated, was celebrated at the Non-Commissioned Officers' Club Thursday night, assuming the nature of a barbecue.

1st Lieut. R. A. Hicks has returned from a month's Detached Service at Camp Nichols.

Clark Field, Pampanga, P. I., Dec. 9, 1922.

With the approach of Christmas a great deal of uneasiness is felt lest we spend our holidays in quarantine. The prevalence of a diphtheria epidemic in the Air Service Garrison is not yet serious but anticipated pleasures are slowly fading away into oblivion. However, a quarantine at this time will not work a great hardship on some of us (Administration Detachment, for instance) as our duties will keep us busily employed throughout the holidays.

Persistent notes of a bugle, to the tune of "FIRE", awoke us from our reverie, Wednesday evening, and sent us at a Double Time to what appeared to be a real job. The large double hangar, now used as a warehouse for approximately 150 DH-4's, some of which are in the process of erection, was aglow with an inward light, as it were. Lieut. John I. Moore, first at the scene of action, forced an entrance and found a large scrap box cheerfully ablaze. Luckily there was no inflammable material near and before the arrival of the Post Fire Department the evening's excitement had become history.

Pistol practice for the season is progressing nicely, but a lack of sufficient instructors and proper equipment necessitates a limited number of men firing daily. It is estimated that a month will be required for all men to complete the prescribed practice.

Captain F. I. Eglin, Lieuts. R. A. Hicks and Harry Weddington have been transferred to Camp Nichols for duty with Provisional Regiment.

Aberdeen Proving Grounds, Md., Jan. 31, 1923.

The Field Officers' School visited the Post on January 12th, flying up from Langley Field in Martins, DH's, and SE5's, arriving about 10:20 a.m. The School personnel was then conducted to the Airship Field to witness the dropping of small bombs from the D-3 on the hard surface and from there to the Bombing Field, where the function of the Carera Obscura was explained and demonstrated by dropping bombs from a DH4E by signal from the ground. Sergeant Davis piloted the plane and the bombing was done by Lieut. Gillispie, of the Ordnance Proof Department. Upon completion of this demonstration an NBS1 approached the Bombing Field and a 500 lb. demolition bomb was dropped from an altitude of 2000 feet, striking and functioning in full view of the school personnel, stationed in the Observation Tower. The NBS1 was piloted by Lieut. Bleakley and the bombing was done by Sergeant Smink. A tank bomb, containing about 60 miniature incendiary bombs, was dropped on the main front by Lieut. Gillispie from an NBS1 piloted by Lieut. Graybeal. This functioned and started about 15 separate fires in the field in which dropped.

In the evening most of the members of the school witnessed a basketball game in the Aero Repair Shop in which we defeated our ^{old} rival, the 18th Airship Company, in a fast and exciting game, the score being 28 to 23. At the end of the first half the score stood 16 to 15 in our favor and with three minutes left to play in final half we were separated by but one point which indicates the closeness of the game.

Night firing on the Main Range was conducted for demonstration to the School. The following forenoon was spent in showing the personnel about the Post, acquainting them with the enormous amount of Ordnance equipment here.

Most of the personnel of the School departed in the afternoon for Bolling Field and returned to Langley on Sunday afternoon. All seemed to be interested in the demonstrations and to have enjoyed the mission enormously.

Three new NBS1's were recently ferried down from Mitchel Field by Lieuts. George, Bleakley, and Graybeal, leaving two more to be brought down when ready, which is expected to be very shortly.

On January 16th, a formation consisting of the "Owl" and two NBS1's, was flown to Bolling Field, where General Mitchell flew the "Owl" and expressed satisfaction with it. Lieut. Melville piloted the "Owl" and Lieuts. George and Graybeal the NBS1's. Lieuts. George and Graybeal attempted a return the same afternoon but Lieut. George had a connecting rod break in one of his motors and made a forced landing in a poor field south of Baltimore. To date we have been unable to get the plane out of the field due to the softness of the ground. A DH with repair parts made several trips to the field and has been able to get in and out, without much trouble, but it will be necessary to have a hard freeze before the Bomber can be moved to solid ground. Necessary motor repairs have been made and the only drawback is the weather.

January 31st being the last day of the open season for ducks and geese it is expected that the fowl in this vicinity will suffer severe depredations, after which they will be waved a merry "tra-ta" till next season. We can not complain, as they have been extremely numerous locally during the past season.

On January 30th, Lieut. George piloted an NBS1 to Middletown, transporting Captain Mileau, Flight Surgeon, who will remain at that station temporarily for the purpose of completing 609 examinations.

On January 29th Captain Hough and Lieut. Graybeal flew an NBS1 to Bolling and Langley Fields, transporting two enlisted men to each station, returning to Aberdeen the same day.

Lieut. Bleakley, the Post Exchange Officer, recently declared a miniature dividend, much to the astonishment, yet pleasure of all concerned; not by reason of its being "miniature", but by reason of its "being." The Post Exchange

continues to carry on a prosperous business, conducting with exacting regularity, its pay-day holdups.

Major Parie, Commanding Officer of Air Service Troops, joins in the carrying out of bombing programs by piloting bombing planes and the Camera Obscura Ship.

Lieut. Shankle recently returned from leave and temporary duty at Fort Sill, from where he ferried a DH Hospital plane to Kelly Field and ferried from there a JN to Knoxville, Tennessee, returning to Aberdeen by rail. The trip appears to have benefited him, as he looks "as fit as a fiddle."

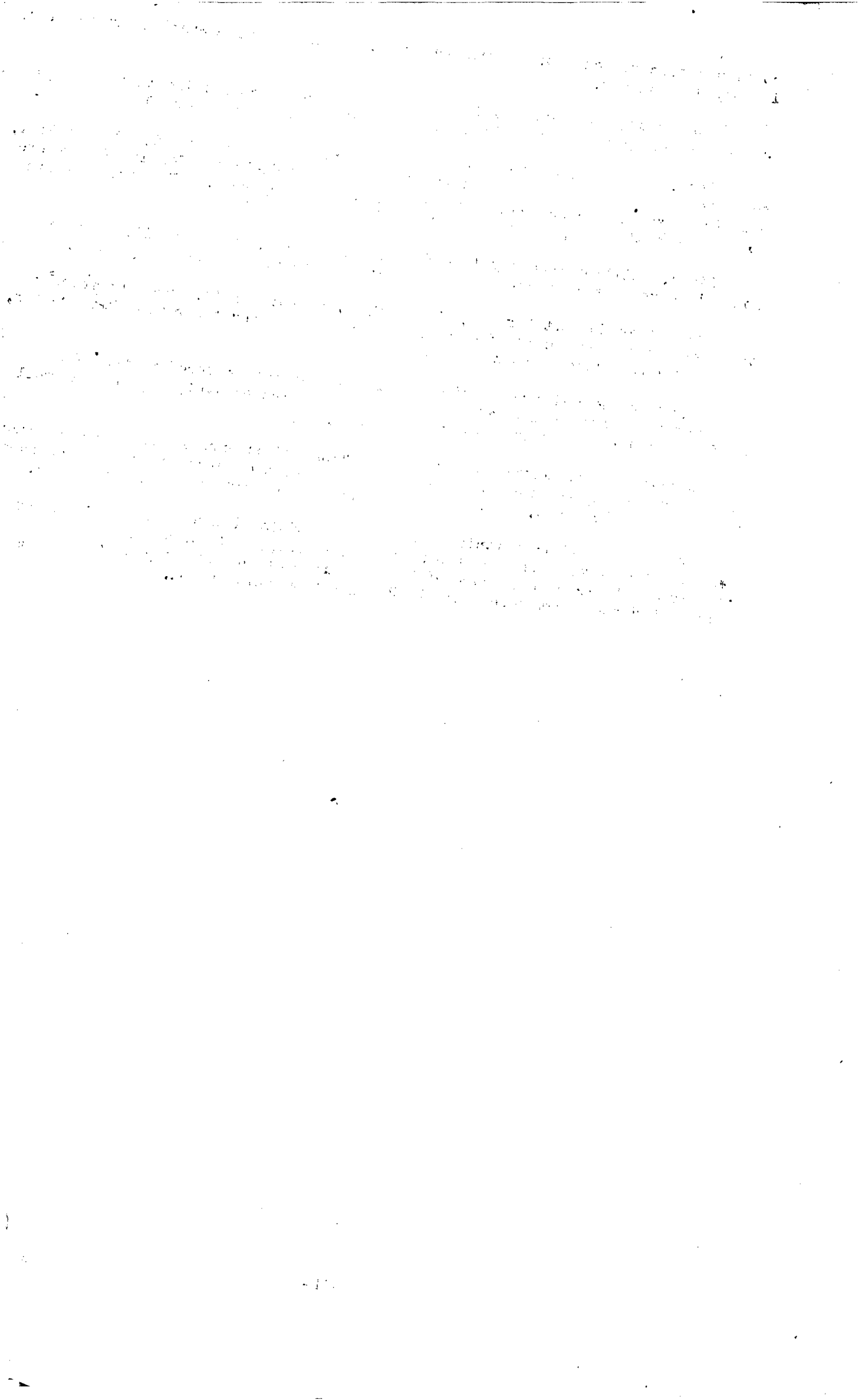
Lieut. Phillips recently left for Miami, Florida, where he will spend a months' leave. It is thought his intention is to visit Cuba -- WHAT FOR?

Ex-Captain Norbert Carolin, former C. O. at this field, recently stopped over for a few days enroute to Miami to spend the winter there with his brother. He was recently discharged in Panama.

Major Browne and several other officers have been ordered to this field to observe the functioning of a Bombardment Squadron actively engaged, as well as for practice on flying bi-motored bombers.

A satisfactory degree of success is being had on experimental Camera Obscura work, bombs being released and the instant of release being accurately recorded at the Camera by Radio. Communication with the ground is had at all times.

Our basketball team finished the Post Schedule with a total of six games won and none lost, giving us the Post Championship. We also defeated the crack team from Bel Air by the score of 34 to 28 in a close and hotly contested game. This marked the first defeat of the Bel Air team this season.



Information
Air Service

March 5, 1923

Munitio
Washing

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

FOR RELEASE March 7, 1923.

THE DE BOTHEZAT HELICOPTER.

Dayton, Ohio, famous as the birthplace of the first successful airplane, has achieved another distinction recently, having produced a successful helicopter. Aeronautical engineers and designers of aircraft for a long time have been studying the problem of vertical flight, endeavoring to design and build an aircraft which, under its own power, without the aid of any lifting agency, such as hydrogen gas or helium enclosed in a balloon, could rise vertically and move at the will of the operator through the air and then descend straight to the earth. Such an aircraft is called a helicopter, this name being derived from two Greek words and means a "winged screw".

Twenty years ago, December 17, 1903, to be exact, the first airplane flight made by the Wright brothers lasted only 59 seconds. The first flight of the de Bothezat helicopter, built at the Air Service Engineering Division, McCook Field, Dayton, Ohio, was made by Major Thurman H. Bane, Army Air Service, at McCook Field, on December 18, 1922. Wheeling the craft to the middle of the field, it was made ready for test at 9:00 a.m. Taking his place in the pilot's seat, Major Bane primed the motor and it started. The four great propeller wings or screws began to rotate like giant pinwheels. The helpers then stood clear while the pilot gradually increased the speed of the motor. The propellers rotated faster and faster without the familiar drone, however, and with the six blades plainly visible on each of the four propellers as they spun around. The movement seemed graceful and without the slightest noise or friction in any part of the mechanism. It lifted itself a little - an inch, two three - up - up until it stood about three feet clear of the ground, and remained at an altitude of between two and six feet for one minute and 42 seconds. The time was checked by military and civilian representatives.

While the machine was in the air merely the slightest oscillations were observed, and it demonstrated a high degree of inherent stability. Hovering at the height mentioned, the helicopter drifted along about 300 feet with the wind. Having drifted close to a fence, Major Bane was forced to make a landing, which was brought about under complete control. By observing the wheel marks in the light snow which covered the ground at the place of landing, it could be seen that the machine landed on a spot not more than three feet in length.

The helicopter at the time of its flight had a total weight of 3600 pounds, pilot and fuel included. The lift of the machine is derived from four lifting screws of the de Bothezat plane-radial type, brought into motion by one engine of 170 h.p., to which the lifting screws are connected by a novel gearing system which has proven exceptionally satisfactory.

For some time the Engineering Division at McCook Field has been carrying on exhaustive experimentation in a type of helicopter designed by Dr. George de Bothezat, an eminent aeronautical engineer. This machine was built without any preliminary tests of any kind, on the computations made by the inventor on the basis of his "General Theory of Blade Screws", published by the National Advisory Committee for Aeronautics, and "Theory of Helicopter Stability". Eighteen months were required to complete it, this time including the designing, building, all adjustments and testing, work being started in July, 1921.

The hangar housing the helicopter has for many months been closed to all employees, except those actually engaged in the construction work, or those in authority in the Engineering Division. This hangar, therefore, has been more or less a place of mystery, and what the machine looked like or how it was operated was a puzzle except to the few mentioned.

The remarkable results obtained and the behavior of the machine in the air, demonstrate in a notable way the importance of making adequate use of scientific methods and how time and money can be saved thereby. This machine will be given further and exhaustive tests, which it is expected will point the way to further developments.

According to newspaper reports, a new record was set by the de Bothezat helicopter on February 21st, when it remained in the air for two minutes and 45 seconds. Altogether three flights were made on that day. On the second attempt the duration was one minute and 40 seconds, but on the third attempt the air became so bumpy that, rather than endanger the machine, further experimentation ceased. Major T. H. Dane again piloted the machine, which attained an altitude of 15 feet. The inventor is reported to have declared that the helicopter could have gone higher, but as a safety precaution the controls were regulated to limit its climb. No official report covering these later experiments have been received up to this writing.

AMERICA LOSES AIRPLANE SPEED RECORD. ✓

Sadi Lecointe, the French speed pilot, is a good man. He simply won't stay down, and they say "you can't keep a good man down". In the matter of speed records he has been having things pretty well his own way until General William Mitchell and Lieut. Russell L. Maughan, of the U.S. Army Air Service, came along and wrested his honors away from him. But Lecointe, like the proverbial cork, bobs up again serenely and on February 15th he set about to regain his lost laurels. How well he succeeded is related in the following official communication, dated February 20, 1923, received by General Patrick, Chief of Air Service, from the National Aeronautic Association of U.S.A.:

"For your information we have received today the following cablegram from the F.A.I. with reference to the new high speed flight made by Sadi Lecointe:

"The speed record made by him (Lecointe) is 375 kilometers per hour (233.01 miles per hour). The record made by Sadi Lecointe will not be established as the world's record until December 31, 1923."

Lecointe had previously made an attempt to better General Mitchell's record of 222.97 miles an hour on January 2nd last, but the highest average speed he attained at that time over four circuits of a kilometer course was 216 miles an hour. We venture the suggestion that the Frenchman need not rest in perfect security that his new record will stay put for any extended length of time. We have here in America stored away in a hangar the fastest little plane on two wheels (the Curtiss Army Racer), and if the Army Air Service sets about to go after a new record sometime in the not distant future our brother speed pilot across the sea will conclude that this is really a hard world to live in.

DR. FORD A. CARPENTER VISITS SCOTT FIELD

Dr. Ford A. Carpenter (Major O.R.C.) Manager of Aeronautical Division of the Los Angeles Chamber of Commerce, and noted lecturer on meteorological subjects, arrived recently at Scott Field from Memphis, Tenn., where he had been delivering a series of lectures on meteorology at Goldwyn Institute.

Dr. Carpenter is on a lecture tour through the middle and western states. He stopped off at Scott Field to deliver a series of five lectures to the student officers and cadets of the Air Service Balloon and Airship School. In connection with his lectures, Dr. Carpenter brought with him a number of reels of moving pictures taken of the bombing of battleships by airplanes off the Virginia capes in 1921.

Dr. Carpenter is well known in scientific circles throughout the country. He has written several books on applied meteorology in its connection with aeronautical work. During his stay at Scott Field he will be called to active duty as a Major, Staff Specialist, assigned to the Air Service.

Dr. Carpenter's next stop will be at McCook Field, Dayton, Ohio, where he will lecture to the students of the Engineering School at that place.

AN ANGEL OF MERCY. ✓

The above characterization was given the airplane by a Western newspaper in relating the story of how an airplane was instrumental in saving the life of a young woodsman, Jesse Cole by name, who was severely injured in an accident while

working in a log jam, by bringing a physician to his camp at Beaver Island, a place rendered inaccessible to ordinary travel due to floating ice jams. The story of how the life of this young man was saved was related in the last issue of the NEWS LETTER.

We now have a story from Mitchel Field, L.I., New York, telling of the case of another young man who found himself in a predicament similar to that of Cole. The airman sent out to search for the marooned youth was, through no fault of his own, unable to extend any assistance, due to the fact that the latter, though he heard the plane humming over his head, did not, because of the intense cold, venture forth from his retreat in order to signal it. As the story goes, Congressman Emmanuel Celler of Brooklyn, N.Y., on Saturday, Feb. 17th, asked the Commanding Officer of Mitchel Field to assist in the locating of Arthur Greatrex, a youth who it was believed had become stranded on a sand bar somewhere in Jamaica Bay. Greatrex had gone out in a sailboat the preceding Tuesday to do some duck shooting, and due to the high seas and floating ice his boat had been destroyed, and it was therefore realized that his only chance for life was to have made one of the many sand bars or small islands in the Bay. Repeated efforts to locate him by boat had been made without success, due to the high winds and the congestion of the ice.

The request for an airplane was made as a last resort, as it was believed that if the boy had made land he was probably now near death from cold and exposure. Almost immediately upon these facts being known at Mitchel Field, Capt. Robert A. Kinlock, 1st Observation Squadron, left in a DH with a supply of food to be dropped to the boy in the event that he could be located. Capt. Kinlock flew over the territory several times, but due to the intense halation of the snow and high wind in progress he was unable to report anything definite. It was then too late to do anything further that day, but an intensive search was planned for the following morning.

The next day the wind abated at sunrise and the boy was located and rescued through the daring of two men in a motor boat. The first subject that he is reported to have mentioned was that an airplane had flown directly over his retreat but that he was too cold to go out and signal it. It was learned that he had located an island on which was a deserted cabin, and had managed to sustain life through supplies found there and by burning drift wood. The incident of the ready cooperation of the Air Service received wide and favorable mention.

NEW AIRSHIP MAKES SUCCESSFUL TEST FLIGHTS.

The new Army Airship D-2, recently erected at Scott Field, Ill., by the members of the Airship Class of the Air Service Balloon and Airship School, made its first test flight on Tuesday, February 6th. The test was successful in every way.

The ship was taken out of the hangar at 2 o'clock Tuesday afternoon, and was put into the air immediately. Flying at an altitude of 1,000 feet, the big ship circled the landing field and headed for Belleville, a nearby city. At this time communications were established between the ship and Scott Field by radio telephone, and conditions of the flight were sent down to Colonel C. G. Hall, Commanding Officer.

After the D-2 had been in the air a short time, the operator picked up K.S.D., the broadcasting station of the St. Louis "Post-Dispatch", and as each member of the crew had on a headset, everyone on board enjoyed the concert which was being broadcasted at that time. The ship returned to the field and was landed at 3:04 p.m., after being in the air one hour and four minutes.

The pilots of the D-2 on this flight were Lieut. H.H. Holland, in command; Lt. Arthur Thomas, direction, and Lt. Don L. Hutchins, altitude.

The second test flight of the D-2 was made on Feb. 8th, when, taking off the field at 9:55 a.m., the ship flew over Belleville, crossed the Mississippi, and circled back and forth over St. Louis, Mo. While over the city the ship's commander conversed with the operators of the broadcasting stations of the St. Louis newspapers over the radio. Reports from amateurs who listened in on the conversation are still coming in at Scott Field.

The airship returned to the field after a very satisfactory flight, and was put away in the hangar at 1:20 p.m. On this flight were Lieut. H.H. Holland, in command, Lieut. Arthur Thomas, direction pilot; and Lieut. Ira F. Koenig, altitude pilot.

The D-2 has a capacity of 190,000 cubic feet, is 198 feet long, 51 feet high, and 38 feet wide. It has a full cruising speed of 58 miles an hour and uses two Wright "V" type motors, developing 180 h.p. each. This ship has a useful lift of 4,140 pounds and can take up twelve persons under normal conditions.

It is expected that the D-2 will shortly be turned over to the Air Service Balloon and Airship School for use in instructing students in airship piloting.

GENERAL MITCHELL'S INSPECTION TRIP.

Scott Field, Belleville, Ill.

Brig. General William Mitchell, Assistant Chief of Air Service, visited Scott Field for the first time on February 1st. The General came out to the field by automobile from St. Louis, where he had spent the day before inspecting the facilities at Lambert Field, which is proposed as the scene of the 1923 Pulitzer Races. At 10:30 a.m., in company with Colonel C. G. Hall, Commanding Officer, and Captain L. F. Stone, he inspected the Air Service Balloon and Airship School.

At 11:30 a.m., General Mitchell, together with Colonel Hall and Lieut. Frank M. McKee, took off from Scott Field in the Airship A-4 with the intention of viewing St. Louis and the surrounding territory from the air. On approaching St. Louis it was found that the smoke and fog were so dense that the ground was scarcely visible at a few hundred feet altitude. It was then decided to turn back, and a landing was made at the field at 1:30.

In the evening the General returned to St. Louis and boarded a train for San Antonio, accompanied by Lieut. Clayton Bissell, his aide.

Kelly Field, San Antonio, Texas.

The recent visit of General Mitchell has done much to determine the exact status of an Attack Group and has served to give the Third Group (Attack) a definite understanding of the requirements of such an organization. Under his personal direction, a number of problems were worked out, both in bombing and ground attack work. The General himself led a formation of three flights of five ships each to Laredo, Texas, where an imaginary enemy was attacked and destroyed. The General expressed himself as well pleased with the work accomplished by the Group and complimented them very highly on the showing made in these maneuvers.

The spirit of accomplishment among the squadrons in the Group has been highly exemplified in that several organizations, finding themselves and their ships (due to unavoidable causes) not properly equipped, worked all night on several occasions to properly equip them and thereby place the group equipment on a more homogeneous basis. This, or rather, these feats, won high praise from the General.

In spite of very unfavorable weather conditions, the parade and aerial review for General Mitchell on February 3rd were very successful.

Selfridge Field, Mt. Clemens, Mich.

General Mitchell completed an inspection of the post on January 29th. His tactical inspection included four problems. The first problem was an attack by the First Pursuit Group on Selfridge Field, which was assumed to be an enemy airdrome. The second problem was a movement of an advance flight to establish an airdrome at Port Huron and prepare it for occupation by the Group, which was to follow immediately. This operation contemplated the movement of personnel and material necessary for the resumption of intensive action immediately upon arrival. The Fokker Transport piloted by Lieut. Boyd was used for the movement of personnel and supplies.

The third problem consisted of high altitude patrols for the protection of the airdrome from hostile observation. It was during one of these patrols that Lieut. James D. Summers became unconscious at 19,000 feet, regaining his senses when 500 feet from the ground, landed near Chatham, Ontario, got his bearings, and returned to Selfridge Field.

The fourth problem consisted of the bombardment of Pontiac with Pursuit protection.

WEST POINTERS TO RECEIVE TRAINING AT MITCHEL FIELD

Mitchel Field, L. I., New York, will have the honor of entertaining the 1924 Class of the United States Military Academy, when approximately 210 cadets are expected to arrive on June 13th. These cadets will remain for a period of two weeks, when they will be replaced by the balance of the class, consisting of about the same number. During the month to be devoted to this purpose about 420 cadets will have visited the station.

A syllabus of instruction is now being worked out to cover the visit of both groups. It is intended giving as an extensive and intensive course of instruction in the rudiments of aviation and the theory of flight as the limited time will permit.

It is realized that this Cadet class will have completed a year of intensive training, and therefore every effort will be made to make their visit pleasant and attractive in addition to being instructive. Numerous social functions are being planned, and arrangements are also being made for the comfort of the cadets' guests. Mitchel Field hopes to make their visit an event that they will long remember with pleasure.

DH AIRPLANE SHOWS SOME SPEED.

It is doubtful if a DH airplane ever traveled as fast as it did on February 14th last on the occasion of a flight from McCook Field, Dayton, Ohio, to Langley Field, Hampton, Va., when a new record of 202 miles an hour was chalked up. Normally, of course, the DH is not capable of traveling at that pace, but on the occasion mentioned Old Boreas decided to lend a helping hand, and thus an unofficial speed record between two points was made on that day. Lieut. A. F. Hegenberger, Air Service, pilot, and Mac Short, observer, taking advantage of an unusually high wind, made the distance between McCook and Langley in two hours and 19 minutes. The flight was one of a series authorized for checking and testing navigation instruments.

Lieut. Hegenberger hopped off at 10:26 Central Standard Time, in a DH4 which had been reconstructed for cross-country flying, having a capacity of 143 gallons and a 7-hour duration. The landing was made at 12:45 Central Standard Time, or 1:45 Eastern Standard Time.

The Great Circle distance, as calculated from the longitude and latitude of the two points, is 457 miles. Since a constant compass course was flown, the course was in reality a loxodromic curve or equi-angular spiral. Thus, the actual distance covered was somewhat greater than the Great Circle distance. Frequent observations were made of the ground speed and drift. Occasional observations were made with a sextant to determine "position lines".

The flight was without special incident, the wind being steady at from seven to ten thousand feet, which altitude was generally maintained. At lower altitudes, the air was extremely uneven and bumpy.

The arrival over Langley Field at an altitude of 6,000 feet was made at 12:40 Central Standard Time, and, if the five minutes consumed in circling over the field and landing is subtracted from the total flying time, it will be seen that the actual trip between the two points was made at an approximate speed of 202 miles per hour for the distance of 457 miles.

A TALE OF THE KENTUCKY HILLS.

We suppose that our readers, upon noting the above title, will expect to be entertained with one of those old time moonshine romances. Well, it isn't quite that, as no beautiful mountain wild flower in love with a "revenoo" officer figures in this story, but even minus the romance it is quite interesting, and a movie director may gain therefrom several pointers on which to string out five or six reels depicting a Kentucky Hills romance in up-to-date fashion.

While on a cross-country flight, Lieut. George V. McPike, Supply Officer at the Fairfield Air Intermediate Depot, Fairfield, Ohio, was forced to land on account of darkness in the Kentucky mountains in the district inhabited by the Ballard Brothers, who are purported to have shot up a large portion of the revenue force of Kentucky not very long ago. Incidentally, he says that the moon-shine was not sufficiently in evidence to permit him to fly at night, and he had great difficulty in locating a landing field in the hills, 40 miles from a railway. The natives had never seen an airplane, and their suspicion of the officer and

astonishment on seeing the plane were about equal. It was with great difficulty that they were persuaded that the outfit was not a part of the revenue force and that McPike and his mechanic were not "Revenooors". It was necessary to cart gas and oil over the mountains with a team of mules. The gas was so poor that it was impossible to start the ship, so there was no other alternative but to "hoo" it over the hills for about ten miles to a country store where the proprietor owned a Ford. This individual agreed to take them out to civilization for \$20.00. The repairs on the Ford must have totalled at least twice that amount after the trip. Three husky mountaineers were taken along to lift the machine out of the mud holes and boost it over the rocks, and the journey of 40 miles was made at the rate of about five miles an hour, which the inhabitants declared was record-breaking time for that season of the year.

G.A.X. AIRPLANE GETS A TOUCH OF HIGH LIFE!

Heretofore the G.A.X. type VI, armored triplane, assigned to Kelly Field, San Antonio, Texas, was wont to pursue the tenor of its ways and rest content with navigating the ozone at an altitude of approximately 500 feet. In fact, this type of ship has never been flown above that altitude at Kelly Field and, with one exception, officers of the field who have piloted the ship were of the opinion that 500 feet was the maximum altitude possible. That exception was Lieut. Dale V. Gaffney, who had previously made a number of test flights with this ship. He opined that the G.A.X. was capable of doing better than 500 feet and proceeded to prove it. On January 31st he piloted it to an altitude of 6,000 feet, after 45 minutes of flying.

On the following day, with Captain Harvey and two mechanics as passengers, he again took off for an altitude test, leaving the ground at 1:15 p.m. Many of the officers of the field watched the test with intense interest as Lieut. Gaffney circled the field, climbing higher and higher each large circle made until the giant ship appeared not much unlike some small bird. After 45 minutes of flying, the altitude of 9,600 feet was reached. The landing was made at 2:15 p.m., exactly one hour after the take off.

WHAT OUR ENGLISH COUSINS THINK OF US.

It is quite evident that the aviation achievements credited to the United States Army Air Service during the past year created a very deep impression abroad, judging from the following editorial comment which appeared in a recent issue of FLIGHT, London:

"WATCH AMERICA.

To those who follow at all closely the progress in aviation, the enormous steps made recently by the United States in the matter of sporting aviation can not have failed to impress by their significance. Although America was the country which gave flying to the world, it was nevertheless the fact that never, after other countries commenced to take up aviation, did America approach again to the leading position which the work of the brothers Wright should have given her. During the War America built machines mainly to designs supplied by France and England. Since the War, with the exception of some very successful air mail services, America at first did very little in the matter of commercial aviation, due chiefly to the lack of uniformity in the air legislation of the various states of the Union. Recently, however, America has leapt to the very front rank in sporting aviation, and, whatever pessimists may think, such performances have a very great effect on the prestige of a country. A couple of years ago, France was the only country in which international speed races of any importance was held annually. Then America decided to hold her Pulitzer race, and at once several very fast machines were produced. In last year's Pulitzer a number of machines were entered by the Navy and Army air services, and what has been the immediate result? All the world's speed records have passed to the United States. Lieut. Maughan, on an Army-Curtiss, is the holder of the world's speed record over 100 and 200 kms.-records previously held by Eric Papa and Kirsch, respectively world's speed record over 1 km. is now held by General Mitchell, after he stood to the name of French pilots for more than 10 years. The world's record is also held by an American pilot - Lieut. Macready.

It is all very well to say that these are but sporting events and 'cut no ice'. They do cut a very great deal of ice. When other nations are contemplating the purchase of machines, they will, undoubtedly, turn to the country which holds nearly all the world's records, other things being equal, as the mathematicians say. Not only so, but in the process of designing, building and flying these record-breaking machines America is learning a very great deal, which can be and will be incorporated in other designs, either of military or commercial nature. Thus both aerodynamically and constructionally progress will be made which will further increase the prestige of her aviation industry.

The question now arises, how did this sudden leap into the very front rank of sporting aviation come about? We think the answer can only be: Because America's air services supported, by direct orders to constructors and participation in the race, sporting events. In this country, R.A.F. pilots are allowed to fly in sporting events, but there is always the feeling that 'it really isn't done, don't you know,' and as for the participation of Service machines, there is a general holding up of hands and shaking of heads. 'Air Ministry machine, you know,' 'Government property', 'Might get smashed,' and so forth. Isn't it time we reconsidered the whole position and tried to learn a little from our more broad-minded cousins across the 'Pond?'"

The Pulitzer Race is the outstanding annual aviation classic in this country, and public interest in this event has grown considerably as time went on. We venture to say that were this event to assume an international aspect and such speed pilots of foreign countries as "Jimmy" James from England, Sadi Lecointe from France and Brac Papa from Italy, were to visit this country to compete against our speedy airmen, the event would create tremendous interest and aviation would greatly benefit thereby.

GREETINGS FROM WHEELER FIELD, H.T.

The Air Service NEWS LETTER welcomes to the fold a new contributor, who writes from Wheeler Field, Schofield Barracks, H.T. He certainly hits the nail on the head in the second paragraph of his contribution for, in truth, we are shivering with cold, and between thawing out milk bottles in the morning and feeding the old furnace at night with high priced coal our spare time is pretty well taken up. It must be great to live in a country such as Hawaii. Our contributor starts off thusly:

"To the Chief of Air Service, his staff and the officers and men of the Army Air Service within and without the limits of the United States, we of the Hawaiian Division Air Service and the Fourth Observation Squadron send GREETINGS.

To you in the States who are shivering with cold and to you who are in the Philippines and the Canal Zone, sweltering in heat, we wish that we might parcel post some of our wonderful climatic conditions, for we are enjoying them three hundred and sixty-five days annually.

Our new Airdrome, Wheeler Field, is situated on the elevated plains of magnificent Oahu, adjacent to and southeast of Schofield Barracks proper. The field, ten months ago a mass of guava bushes and scrub trees, with high tension cables transversing it, is now a full square mile of velvety and unobstructed expanse, approachable from all directions.

Our hangars, them Bessonneau and not weather proof, have been supplanted by new ones of steel frame, cement floors and massive proportions. Our planes then of the DH4A type have all been replaced with new DH4B's, and a few JN6HG's.

The Squadron with its full complement of enlisted personnel is at present quartered in the unexcelled solid cement barracks of Schofield, but will have been moved to and settled in equally as excellent quarters on Wheeler Field before these greetings have reached their destinations.

The officers and their families are occupying beautiful new bungalows with surrounding conditions conducive to health, happiness and efficiency, both official and social. With all these advantages is there any reason why our morale should not be high? There isn't - it is - and steadily mounting.

We have still other advantages too numerous to dwell upon in detail, the most important of which is that we have a full war strength division, four large Coast Artillery stations, an Anti-Aircraft Unit, Pearl Harbor Naval Station and Luke Field to cooperate with.

We have been met more than half way in this cooperation by the Arms of the Service mentioned above, with the result that our operations record shows that we

have participated in 27 Field Artillery problems; 28 Infantry Contact problems; 47 Coast Artillery problems; 6 Anti-Aircraft problems and several hundred squadron reconnaissance missions in formation and single ship flights during the last six months.

The officer and enlisted personnel of the Squadron are actively participating in all the forms of athletics being engaged in on the Island with credit to the Air Service, the Squadron and themselves.

Were we to mention to you any more truths concerning our present enviable situation at this far western frontier of our country, we know that our Chief and The Adjutant General, with their office forces would be overrun with applications for service here. Therefore, we resist temptation and close these greetings with the wish that you may be as pleasantly situated as we are (which we know is not probable), and the extension of our cordial invitation to use your leave for a visit to 'Our Hawaii' during the coming year.

'ALOHA'.

P.S. With our left hand firmly closed and gently rapping an article of the native Koa furniture simultaneously with this writing, we might add that the Fourth Observation Squadron has been totally free from aerial casualties since its organization on June 23rd, 1919."

THE REJUVENATION OF FRANCE FIELD. ✓

Elsewhere in this issue of the NEWS LETTER appears a story from Wheeler Field, Hawaiian Department, extolling the wonderful climate of the Land of the Ukelele, the orderliness and comfort of Wheeler Field and the excellent work accomplished by the Air Service personnel at that station. Business is apparently picking up, for right on top of this Hawaiian contribution comes a dissertation from the Panama Canal Zone, wherein, after a recital of the trials and tribulations France Field suffered in its early days, the claim is made that it is by far the best of all Air Service foreign duty stations. Strong words, these, after we had gone into a trance over the joyful existence offered in Hawaii. Unconsciously, our contributors from these two stations have apparently stolen each other's thunder. Nevertheless, we are, indeed, glad to note the energy and initiative displayed by our Air Service personnel in their endeavor to make the best of their foreign service duty - to really make it worth while. Incidentally, such examples of zealous endeavor will go a long way towards dispelling the Bugaboo which has always been linked with tours of foreign service. Let the good work go on, and in the not distant future officers and enlisted men will begin to consider outside of the continental limits of the United States a pleasure jaunt instead of a necessary evil.

The dissertation from France Field, above mentioned, reads as follows:

"The wind-up of the old construction days on France Field is in sight. With a sigh of relief the Field, collectively speaking, rolls down its sleeves upon quitting its steeplejack, steel-erecting, marine dredging, excavating, road building, grass sowing, building constructing, landscape gardening, stevedoring and other like duties and looking itself in the eye exclaims 'Ain't we growed up now!'"

When last heard from this post was just getting over spasms of delight and self-admiration in having grown out of its Coco Walk and Camp Misery chrysalis. The attempted flight to the States had been made, and everyone admitted that the field had a bright future. At that time while it was going strong the place was in the one lung fliwver class, said lung being the 7th Observation Squadron, while the accessories on the one-lunger were the detachments, some like the B.I.O., consisting of hardly more than one or two men. At that time also there were some of us who had heard vague rumors of other outfits to be ordered here, but we were so busy trying to cover the three or four men's work comprising our daily routine duties that these rumors just rolled off. Then came orders to form the Air Park No. 8.

It's true that meant another major organization, but hardly any more men. But it did look as if we had not been forgotten and that our plea for a greater France Field would be answered. And taking this to heart there began the work of remodeling the four seaplane hangars which skirted the bay to accommodate our prospective enlargement.

Now to remodel four wooden seaplane hangars into as many variously designed structures required some bit of ingenuity. First, one was converted into Engineer-

ing shops, including such departments as Woodworking, Fabric, Motor Overhaul, Office, Tool and Supply Room, Machine Shop, Electrical Shop and Battery Department. 'You'd never know the old place any more.'

The next to change identity was the large hangar facing west. It is now a two-story barracks, completely screened in, airy and cool; and in it are housed the 24th Pursuit and the 25th Bombardment Squadrons. These outfits came down here on Sunday, May 1st. When they marched into their new homes, everything was stocked up for their use, with dinner cooking on the range. They surely were welcome, and their reception was a royal one.

Meanwhile carpenters had been busy on the hangar alongside the Engineering Hangar. One end was made into a series of four room suites, upstairs and down. They are now occupied by some of our married non-coms., the remainder occupying the concrete quarters on the row alongside the 7th Squadron barracks. At the other end of the building are the bachelor officers' quarters upstairs, one room per officer; while downstairs is the new Officers' Club. Although in its infancy, our Club is already equipped with a pool table, victrola and the latest magazines. Nightly are gathered there the Kelly sharps who battle through double and triple headers to fortune - or the reverse.

Facing this last building across the bight of the bay is the last of the seaplane hangars, now converted into the barracks of the Air Park - pardon, the 63rd Service Squadron, and on the "sea" end upstairs is the post hospital. So agreeable is the latter place that you could almost compare it to that cemetery of which it is said that people are dying to go there. The sick ward has ten beds. From the screened in ward porch a fellow can see the boats coming in (if he is a newcomer) or the boats for home (if he is an oldtimer), and think things over to the hum of the trade winds if it's at that time of the year.

But you wouldn't come to France Field to see these buildings alone. As you drive along the road to camp and near the main gate you'll notice the 400-foot steel storage hangar on your right. In the surrounding plot (all this is across the road and tracks from the field proper) is the new oil and gasoline pumping station, the bomb dump, the outdoor pistol range and the reserve gas storage tanks. A little over a year ago this plot was an A-1 jungle, guaranteed impenetrable and genuine. You turn to your left at the gate, across the tracks and you're in the post proper, passing the new and the old garage, the former a steel hangar erected by soldier labor, and bringing up at Headquarters. A few steps further on and you see the newly finished gasoline and oil Service Station.

To your left again and down the "line" are the hangars of the 24th Squadron, the 7th Squadron, the Gunnery and the 25th Squadron, the backs of these hangars being on the road to camp. A small 66 x 200 ft. hangar is being remodeled to include Photo, Armament and Radio shops, storerooms, the Squadron and Group Operations Office, map room, locker room, etc., in other words, the tactical headquarters of the field.

In the northeast corner of the field is another large steel hangar, the airplane assembly and repair hangar. This is just back of the shop hangar. Fronting the bay, on the southwest part of the post, and north of the flying field is Officer's Row. There are five concrete buildings serving as married officers' quarters, four of them four-set quarters of six rooms each and one the Commanding Officer's quarters. Directly across the front lawn from these latter quarters is the swimming pier and diving platform on France Field's famous outdoor all-year swimming pool, the bay, with its 20-foot depth and no tide to speak of. Fronting the quarters is a newly laid concrete road, a great improvement over the old coral one and a bit easier on auto tires. Back of the quarters are the baseball diamond, grandstand and the two tennis courts.

Taking a long jump over to the northeast end of the post, we find ourselves at the 7th Squadron Barracks, a concrete structure, with such comforts as electric fans on the ceiling. North of the barracks are six four-set married noncommissioned officers quarters. One of these buildings serves as the bachelor noncommissioned officers quarters, and mess sergeants of the first three grades make their homes there and find congenial company with their fellow noncoms. They have a great mess, and due to its heartening influence have developed many quite famous hunters and fishermen among themselves.

Down near the beach is the old Service Club building, housing the Post Exchange, the Post Tailor and Shoemaker, the Service Club, the Library and the Movie Hall. We have movies here six times a week, and the shows, although a bit old, are among the best productions.

Between the club and the water's edge are the new eighty-foot radio towers and there is now being erected the new Radio Hut to take the place of the old wooden one near Post Headquarters. Farther on along the beach is the pigeon coop, considered by the O.I.C. Pigeons to be the best in the Army. For that matter we mustn't forget the post stables on the extreme northeast corner of the post (naturally) the best stables in the Army. Ask the Q.M.

Last of the older buildings to mention is the Boat House on the bay between the Service Club and the Hospital. The "Putnam", a 52-foot cruiser, and the "Mary Louise", a twin Van Blerck motored sea sled, compose the official France Field Fleet. We used to have a larger sea sled and a motor dory here, but the former was sent north to the States and the latter "went West". The motor died off the mouth of the Chagres River, and the breakers got her. The crew could swim but the dory couldn't.

Back of the Boat House in the space between the Club and Air Park Barracks is the large steel hangar soon to be completed which will serve as the new Club, Movie Hall and Basketball court.

Former residents of France Field, those who have been away for more than a year, will find this word picture of the post as it now stands vastly different from their mental picture of the place as they knew it. Very little remains to be done as regards construction beyond a few finishing up touches, and the post is now the finished France Field except for urgently needed enlargement of our landing field to accommodate bombing and pursuit planes. Pretty soon the Photo Section will get orders for a new mosaic of the post, and this mosaic, labelled "France Field", will show the result of not a few years' efforts on the part of everyone here now, or formerly, in doing their bit to convert the swamps of Coco Walk and the confusion of Camp Misery to the finest and most interesting post on the Isthmus, the best kept and neatest flying field in the Army and the best, by far, of all Air Service foreign duty stations - France Field.

QUICKENING TRAVEL IN EUROPE.

Commenting on the recent announcement that an agreement has been reached between the British and Czecho-Slovak Governments for the establishment of a regular air service over the London-Cologne-Prague-Budapest route, FLIGHT (London) states that this news will be welcomed by all who believe that only over long distances can air service be made full use of and come within measurable distance of paying their way. Not only so, but the line contemplated is on the direct route to the east, and once the present unsettled state of Europe is a thing of the past, there is little doubt that the overland route will prove the quickest. At present, it would appear that Germany will have to be consulted in the matter, but there is every reason to hope and believe that no very great difficulty need be expected from this source. Already on the London-Prague section the saving in time will be tremendous - something like 9 hours, as against 36 hours by ordinary train and steamer service. Thus, the London morning newspapers should reach Prague by about 6 p.m., while in the case of passengers and goods, a similar saving in time will be possible.

LIEUT. THORET'S GLIDING FEAT. ↓

The performance of the French pilot, Lieut. Thoret, in flying for 7 hours and 3 minutes at Biskra on a Hanriot school machine, H.D. 14, with 80 h.p. LeRhône engine, is a very fine one, considering that the machine was somewhat heavily loaded, regarded as a glider. Normally, the H.D. 14 two-seater school machine carries a wing loading of approximately 22.5 kgs./sq.m. (4.6 lbs./sq.ft.), but this is with the pilot, passenger and fuel for 3 hours. Without the passenger, and with but a small amount of fuel in the tanks, it may be assumed that the loading had been reduced to about 3.9 lbs./sq.ft., but even this loading, although light for an airplane, would be very heavy for a glider. Then there is the fact that the machine itself would scarcely be very efficient, with its numerous wires and struts, not to mention an undercarriage which included another large quantity of struts and wires.

The lesson to be drawn from the flight is that, given fairly efficient gliders it should be possible for a skilled pilot to remain aloft as long as he liked, or could stand it for physical reasons. It appears probable that an efficient glider would be able to reach very considerable altitudes above the hills, and thus the feat of "sitting on a jet of air" might be turned into something vastly more use-

ful by allowing the pilots to glide across country until meeting another upward current. To continue going for duration records by cruising backwards and forwards like the shuttle of a loom will not teach us anything which we do not already know, although there is little doubt that many pilots will still be anxious to try their hand at establishing new world's ^{records} for duration, whether or not such a feat is anything beyond a sporting effort. Scientific interest it can no longer claim.

It appears that Lieut. Thoret was sent to Algeria by the French Under-Secretary of State for Air, in order to study the conditions and select a site for the forthcoming gliding competition. The Hanriot H.D. 14 was placed at his disposal by the Algiers air station, and after a few preliminary flights, accompanied by his mechanic, Thoret succeeded in establishing his record. * * * It appears that he made preliminary flights during January 1 and 2, and that on the morning of the 3rd he took off about 7. He found, however, that he could not remain up with the engine stopped, and therefore came down and waited until about 9 a.m., when he got away again, the wind having increased and, presumably, the sun beginning by then to cause ascending currents. This time Thoret found no difficulty in remaining aloft, although he was blown about a good deal, and at times feared he would be blown against the rocky sides of a hill in front of which he was "weaving". The hill rises to a height of about 740 feet, and is situated 5 miles southwest of Biskra.

The greatest difficulty which Lieut. Thoret experienced appears to have been that of keeping warm, and also of fighting off fatigue. He had to be constantly on the alert, and the controls were in use practically the whole time. In a statement to LeMatin, Thoret said that he was sorely tempted to quit when he had beaten Maneyrol's performance (3 hours and 21 minutes) by 10 minutes, but, realizing that as he had no experts to count the seconds for him, he would have to beat Maneyrol by hours, he kept on. He landed shortly after 4 in the afternoon, having been up for 7 hours, 3 minutes. Had he been more warmly clad, there is little doubt that Thoret might easily have remained up considerably longer.

FLIGHT (London)

Lieut. Thoret did not enjoy for any extended period the distinction he gained by his achievement, for less than a month afterwards two new performances, one at Vauville near Cherbourg, France, and one at Biskra, Algeria, brought the record up to 8½ hours. When it is considered that in the fall of 1921 the record for motorless flight was but 23 minutes, the advance that has been made in this science is truly remarkable.

On January 29th, Alexis Maneyrol on the Peyret tandem Monoplane, the same one with which he established his previous record of 3 hours and 21 minutes, took off at Vauville at 1:15 p.m. and remained in the air 8 hours and 5 minutes. After darkness, the aviator guided his machine by the aid of the flare from the fires which had been laid on the beach near the landing ground. Although buffeted about by the strong wind blowing at that time, Maneyrol kept his machine well under control.

Two days later another flier, Barbot, came along and eclipsed Maneyrol's record by remaining in the air 31 minutes longer, or 8 hours and 37 minutes. Barbot's performance on January 31st was made at Biskra.

GENERAL PATRICK INSPECTS SCOTT FIELD.

Major General Mason M. Patrick, Chief of Air Service, visited St. Louis, Mo., and spent several days there inspecting proposed sites for the 1923 Pulitzer Trophy Races. He also inspected Scott Field, Belleville, Ill.

Arriving in St. Louis on the morning of February 15th, he was met by Colonel Chalmers G. Hall, Commanding Officer of Scott Field, and conveyed to the flying field by automobile.

The General delivered a short address at Officers' Call on Thursday and then made an inspection of the post. The intended trip in an airship and the inspection of the camp from the air had to be cancelled on account of the General's ill health. The main purpose of General Patrick's visit was to inspect Scott Field and its location in connection with the Pulitzer Races to be held next October.

General Patrick was guest of honor at a banquet given at the Elk's Club by the Belleville Board of Trade on Thursday night, and on Friday he addressed the

Military Order of the World War and the St. Louis Chamber of Commerce.

GENERAL MITCHELL VISITS BROOKS FIELD.

Flying over from Kelly Field in rain and low fog, General William Mitchell, Assistant Chief of Air Service, landed at Brooks Field Friday, February 8th, and inspected the Air Service Primary Flying School at that station. The General expressed himself as well pleased with the personnel and equipment at Brooks, being specially impressed with the large number and condition of the training planes. He stated that the Brooks Field line of ships was the finest he had seen in two years. Before leaving he gave an inspiring talk to the permanent officers and students.

PURSUIT AIRPLANE NOW EQUIPPED FOR LONG FLIGHTS.

An MB3A airplane at Selfridge Field, Mt. Clemens, Mich., has been equipped with a releasable gas tank containing 37 gallons of gasoline. This tank is suspended from the bomb rack under the fuselage. The releasing device is controlled from the cockpit. This added supply of gasoline will increase the flying radius of an MB3A to about 400 miles. The tank was designed by McCook Field.

AIRMEN USE LAKE AS A LANDING FIELD. ✓

Yes, it's a fact, and they don't use seaplanes either. Jack Frost has made it possible for the pilots of the First Pursuit Group at Selfridge Field, Mt. Clemens, Mich., to enjoy an unlimited landing space at the present time. They have used all of Lake St. Clair successfully as a landing field. The personnel at Selfridge Field have been treated with an abundance of cold weather, snow and ice, during the winter months.

ATTACK PLANES FOR THE 30th SQUADRONS.

The 30th Attack Squadron, stationed at Kelly Field, has turned all its DH4B airplanes to the 26th Attack Squadron and received in their place three GAX triplanes. During the inspection of Kelly Field by General William Mitchell, two of these planes, with Captain Harvey and Lieut. Gaffney as pilots, and enlisted men as gunners, participated in a machine gun test flight, carried out under the direction of General Mitchell. The planes made three trips around the field, firing machine guns into the ground each time.

GENERAL MITCHELL PILOTS A FLYING ARSENAL.

During his inspection of Kelly Field, San Antonio, Texas, General William Mitchell, with his aide, Lieut. Clayton Bissell as observer, piloted a plane from the Eighth Attack Squadron equipped with eight machine guns, demonstrating the practicability of operating this number of guns on one ship. A number of the attack squadrons at Kelly Field have been supplied with DH4B airplanes equipped with eight machine guns each, also with bomb racks.

NEW AMUSEMENT HALL AT SCOTT FIELD.

A new gymnasium at Scott Field, Belleville, Ill., has been completed and put into service. This new place of recreation was made by converting Hangar No. 4, an old airplane hangar. A solid wooden floor makes it possible to utilize this structure for basketball and dancing. A moving picture booth has also been constructed, and movies will be shown in the building twice a week. A new heating apparatus which has been added to the equipment will contribute to the general comfort of the place.

"NOTHING TO DO UNTIL TOMORROW".

At least one officer in the Air Service has a soft job, according to our Rockwell Field Correspondent. He states that, in compliance with Circular No. 6, Office Chief of Air Service, 1923, Lieut. Lowell H. Smith was designated Para-

chute Officer for Rockwell Field, which at present is a very desirable assignment as there are no parachutes west of the Rocky Mountains, and as long as these conditions exist there will be plenty of officers who envy Lieut. Smith. But wait until the "chutes" arrive. Circular No. 6 reads "the Parachute Officer is charged with securing, inspection, test and use of parachutes". Our Rockwell Field correspondent says he can only see one way to properly test a parachute, and he sincerely hopes we will not have to "say it with flowers".

NIGHT FLYING IN AIRSHIPS SCHUDELED FOR SCOTT FIELD.

Some thirty large flood lights have been installed on the sides of the hangars bordering on the west edge of the landing field at Scott Field, Belleville, Ill. This was done in anticipation of the night flying in airships, which is scheduled to begin in a short time as part of the course of instruction in airship piloting.

PROGRESS OF THE AIR SERVICE PRIMARY FLYING SCHOOL.

Statistics compiled by the Operations Officer of the Air Service Primary Flying School at Brooks Field, San Antonio, Texas, show for the first month of instruction of the flying class of January 2, 1923, that of the total number of students, 119, nine were disqualified; sixty students flew solo; the average number of aircraft hours flown daily was 100, and there were two minor crashes.

SQUADRON NEWS

Kelly Field, San Antonio, Texas, January 19, 1923.

TENTH SCHOOL GROUP: Major H. M. Hickam, A.S. reported from the Office of the Chief of Air Service for duty at Kelly Field and was assigned to the Tenth School Group, assuming command on January 16. Major Hickam, as commanding officer of the Tenth School Group, is also Assistant Commandant of the Air Service Advanced Flying School.

A project is now under way to install a nine hole golf course at Kelly for the use of Kelly Field and the S.A.A.I.D. The new bachelor quarters in process of construction on the site formerly occupied by the tennis courts is rapidly nearing completion. New courts are to be put in south of the main road near the band stand as soon as the bachelor quarters are completed.

FORTIETH SCHOOL SQUADRON: Operations during the preceeding week were very slight. A cross-country trip was made to Georgetown, Texas, by Lieut. Canfield and mechanic.

The officers participated in the daily formation flying conducted during the past week.

The Martin Bomber made several flights during the week, principally for test and for dual instructions,

FORTY-FIRST SCHOOL SQUADRON: The pilots flew formation each morning for the past week, while the enlisted personnel drilled in close formation and practice reviews. Second Lieut. Kemmer, with Sergeant Smith as mechanic, made a successful cross-country flight to Ellington Field and return.

Monday, Military funeral services were held at Georgetown, Texas, in honor of Lieut. Fonda B. Johnson.

FORTY-SECOND SCHOOL SQUADRON: The permanent officers performed a great deal of flying lately, mostly practising formations. Lieuts. Wagner and Whitten were participants in a formation at Georgetown, Texas.

The squadron has been getting things in order for the inspection by General Mitchell, the barracks floors being oiled and all necessary changes ^{instituted} to make this squadron presentable. Plans are under way to secure a building in the squadron area to be used as a Day Room.

Staff Sergeant William Anderson, transferred to the 68th Service Squadron, is very popular in this organization and will be greatly missed. A few recruits have been assigned and several men have been discharged, bringing the total of this squadron to 109 enlisted men.

FORTY-THIRD SCHOOL SQUADRON: Captain McDaniel, Squadron Commander, left January 14th, enroute to Mineola, N.Y., for the purpose of ferrying back a new airplane. He will be gone about six weeks, making stops on his way to Mitchel Field, at Washington, McCook Field, etc. His absence is greatly felt by the organization. The organization received various compliments at the usual weekly inspections for having the neatest and cleanest barracks on the Post, also for the policing of the area assigned to the organization. The men feel happy when they enter the barracks; it seems sort of homelike to them - curtains on all the windows, cretonne on the shelves, small rugs about, etc. Soon when the men return to the barracks after working hours they will rush madly to their bunks and get hold of their crocheting.

TWENTY-SECOND PHOTO SECTION:- The Photo Hut has been repainted both inside and out and now presents a more creditable appearance.

Work has begun on refitting all of the Aerial Cameras. Several important projects are to be flown in the near future.

We are now occupying new quarters, they being recently refinished.

Plans are now being drawn up for a new laboratory, and for the installation of refrigerating plant for keeping a constant temperature throughout the building at all times.

THIRD ATTACK GROUP

NINETYETH ATTACK SQUADRON: Formation and test flights were very conspicuous in all Group Operations orders for the past week. On Saturday morning this organization furnished three ships of a nine ship formation which passed in review before the Post Commander.

Lieut. Woodruff and a mechanic from the 8th Squadron used one of our DH4B's to ferry spare parts for an 8th Squadron ship that had had a forced landing at Snyder,

Texas. The trip was an uneventful one.

This organization furnished a landing gear, clean distributor heads and exhaust pipes to an 8th Squadron ship that had a forced landing at Shelby, Texas.

Drills were had regularly each morning and a vast improvement has been noticed. The schedule calls for three hours' drill each week, which is pro-rated thirty minutes each morning. The men as a whole have manifested an interest in same which accounts for the splendid showing.

TWENTY-SIXTH ATTACK SQUADRON:- This squadron has been drilling each morning and practising basketball in the afternoons. For the beginning of the season they are doing fine in that sport.

Lieuts. Gates and Goodrich of this squadron flew in formation, held by this group for review by the Post Commander.

Lieut. Williams of the 10th Group with Sgt. Reese of this organization made a cross country trip to Dallas, Fort Worth, Sweetwater and Sanderson, Texas, for the purpose of mapping air routes and landing fields.

THIRTEENTH ATTACK SQUADRON:- This Squadron furnished two more planes for practice formation flying every day during the past week.

Lieut. Smith, Engineering and Operations Officer, returned from a thirty-day leave, we are glad to have the Lieutenant back with us once more.

The Engineering and Operations Office moved from the old location in Hangar #23 to the office just completed in Hangar #22.

EIGHTH ATTACK SQUADRON:- On January 11th, officers of the 8th Squadron carried on artillery adjustment for the 4th Field Artillery at Camp Stanley, Texas, to determine in a measure the practicability of aerial adjustment for mountain artillery.

During the past week the Squadron officers practised formation flying daily, made four cross country flights covering a total of 1800 miles, and took part in the aerial review, on January 13th.

SIXTIETH SERVICE SQUADRON:- The total flying time for the past week was eleven hours and forty-five minutes.

Lieut. Donald B. Phillips, recently assigned to this Squadron, made a cross country flight to Kosse, Texas, and return.

Lieutenant Colonel Culver, 8th Corps Area Air Officer, while on the field, January 16th, made a forty minute motor test in a DH4B-3.

Kelly Field, San Antonio, Texas, February 3, 1923.

10th SCHOOL GROUP

FORTIETH SCHOOL SQUADRON: Operations and training during the week were successfully carried on with no accidents. Owing to the unsettled weather very little flying was done.

This organization has been handicapped in having only one plane in commission, as several were shipped to S.A.A.I.D. for overhauling and several are awaiting survey.

The Martin Bomber is undergoing a few changes and will be ready to fly shortly. We expect another Martin in the near future as Captain McDaniel and Lieut. Danton are bringing one from Mitchel Field, Long Island, New York. There is some talk about receiving two more besides this one that is now on it's way here.

FORTY-SECOND SCHOOL SQUADRON: The squadron accumulated very little flying during the past week, only a total of six hours and ten minutes.

A day room is being prepared for the use of the members of the organization. A building was obtained from the Quartermaster and it is being repaired and painted throughout and will include a recreation and reading room. It is believed that, upon the completion of same, it will be the equal of any on the field.

FORTY THIRD SCHOOL SQUADRON:- Flying for the week consisted of training, acrobatics, test, and night flying. A detail of men from the organization have been working at the A.I.D. for the past week rigging TM's. This work is practically completed and these planes will be shipped to this organization for final test flights.

NINETEENTH ATTACK SQUADRON: Lieut. Zettle, with Private Miller as passenger, attempted a cross country trip to Sanderson, Texas, but were forced to return to the field after encountering bad weather at Uvalde.

Captain Hayes, our Organization Commander, is absent sick in the hospital. We are hoping that the captain will soon be with us again. While he is away Lieut. Gates is acting as commanding officer.

Lieut. Gaffney, with Captain Harvey and Lieut. Carr as observers, made an altitude test with the GAX, flying for a period of twenty minutes and attaining an altitude of 2600 feet.

TWENTY-SIXTH ATTACK SQUADRON: First Lieut. Latha A. Smith, formerly of the 13th Squadron, was assigned to command this organization, relieving 1st Lieut. Gates, assigned to the 90th Squadron.

First Lieut. Robinson, assigned to the squadron, was appointed squadron adjutant. 1st Lieut. Carr has been transferred to the 8th Squadron, and 1st Lieut. Goodrich to the 13th Squadron.

First Lieut. O'Connell is in the hospital at Fort Sam Houston, Texas. At present he is very much improved and expects to return to duty soon.

Staff Sergeant Marsh has been appointed 1st Sergeant, relieving Sergeant Bird.

Ex-Cadet Robert C. Ashley who re-enlisted in this squadron, is one of the graduates of the last class of the Air Service Flying School on this field. He is a qualified pilot, and holds a 2nd Lieutenant's commission in the Reserve Corps. He is the only enlisted pilot in the squadron.

THIRTEENTH ATTACK SQUADRON: Considerable activity has been displayed during the past week in all branches of the organization, preparatory to participation in the anticipated spring maneuvers. Many requests have been received from various members of different organizations to be attached for the maneuvers. Probably some of them still have our Medina Lake trip still in mind. In passing, it may be worth while mentioning the fact that the Post Band has expressed a desire to take part in the coming maneuvers. They, too, have recollections of Medina Lake.

Considerable test-flying has been done during the week, but no cross country flights were made.

EIGHTH ATTACK SQUADRON; Flying activities during the past week have been very light, due to inclement weather, a condition rare at Kelly Field this winter. As a result, all ships have been placed in excellent condition.

With the permanent assignment to the Attack Group of the officers recently graduated from the Advanced Flying School, and who have been on special duty with the group, a general re-assignment has been made. Lieut. Jett left the organization to take up duties with the 13th Squadron, Lieut. Beverley to the 60th Service Squadron, and Lieuts. Martin and Carr assigned to this squadron, the former being detailed Operations Officer, and the latter Assistant Engineering Officer.

The squadron basketball team played two games the past week, receiving its first setback this season at the hands of the 60th Service Squadron, score 22 to 10. The second game was won from the 90th Squadron by a score of 12 to 9. A court has been constructed in hangar #18, and with daily practice the team should show a marked improvement in team work in a short while.

SIXTIETH SERVICE SQUADRON: The flying time of the organization during the past week was very limited, due to inclement weather.

Lieut. Martin, who was assigned to this organization during the latter part of December, was transferred to the 8th Squadron on the 23rd of January. His loss was regretted by the entire personnel of the squadron; more so by the basket ball players.

During the past year the organization has led in all sorts of athletic games, this being due to the fact that the commissioned and enlisted personnel devoted their entire interest in same when participating. At present we have the best basket ball team of the field, and if some of the other squadrons don't get busy our team will hold the season's championship.

Rockwell Air Intermediate Depot, Coronado, Cal., February 2, 1923.

Captain S.R. Beard, Finance Department, Auditor for the Los Angeles District of the 9th Corps Area, assisted by Warrant Officer Amos E. Huff, is busy on the audit of this Depot and expects to be with us for the next two weeks.

Major Edwin B. Lyons, Air Service, Air Officer, First Corps Area, was a visitor at this Field this week. Major Lyons is on leave from his station at Boston, Mass., and reported here to the Flight Surgeon for his 609. The Major is well known here among the pre-war flyers, he being President of the Board of Officers appointed to examine cadets and enlisted men for commissions at the time the United States entered the World War.

Captain George H. Peabody, Air Service, assistant to Colonel Gillmore, Air Officer, 9th Corps Area, flew from Crissy Field here, early this week, bringing Captain John P. Beeson, Medical Corps, Flight Surgeon, as a passenger. Captain Beeson came for the purpose of examining Flying Officers at this Field, and while engaged on that duty, Captain Peabody hopped off to make an inspection of March Field, returning here to take the Flight Surgeon back on his return trip to San Francisco.

Orders were issued assigning Warrant Officers Charles Payne to the Supply Division for duty, and he will take charge of the Receiving and Shipping Unit of that Division. Mr. Payne has had a great deal of experience in Supply administrative work, he having attained the rank of Captain, Air Service during the emergency and was Commanding Officer of the Aviation General Supply Depot, Richmond, Virginia, for some time during the war. He was relieved from this duty to supervise the opening of the Aviation General Supply Depot at Los Angeles, California, and handled this proposition in a very creditable manner. At the time of the consolidation of the Los Angeles Depot with Rockwell Field, Mr. Payne was in charge of the movement of all Air Service property from that point, here, and was rewarded for his high class skill in moving things, and moving things quickly, by a letter of appreciation from Colonel Gillmore, then Chief of the Supply Division of the Air Service.

Master Sergeant Herman H. Walker, Air Service (Retired) visited this Field last week to renew his acquaintances with the old-timers. Master Sergeant Walker, after retirement, settled down in Los Angeles, which city he now calls his home, and is taking advantage of the reward given for thirty years' service in the United States Army, by taking life easy in the sunshine of Southern California.

Mr. C.N. Tubbs, who has been with the Engineering Division for the past four and one-half years, three years of which he acted in the capacity of foreman of the Wood-working Shop in the Aero Repair, has resigned to go into the building business for himself in San Diego. It is regretted by all that he has decided to leave the Air Service, where he was considered to be an expert in his line, and all his co-workers wish him the best of success in his new undertaking.

Captain R.G. Ervin, Air Service, Chief of the Supply Division at Rockwell Air Intermediate Depot, has been designated to take over the accountability of all the property remaining at March Field, Riverside, California, upon the departure of the present Commanding Officer, Lt. Earle Tonkin, Air Service.

The regular weekly Trap Shoot was pulled off during a heavy wind storm and intermittent showers, Thursday afternoon, which accounts for the drop in the average of our keen-eyed sportsmen, but it's a good alibi, so we will let it go as follows:

Lt. Frank W. Seifert	Shot at 50	Broke 47
Captain W. M. Randolph	" " 50	" 43
Lt. Lowell H. Smith	" " 50	" 39
Major H. D. Munnikhuysen	" " 50	" 26

Camp Nichols, Rizal, P. I., December 19, 1922.

Monday evening attracted a large crowd of civilians to this station to watch the local boxing contests which were staged in the local arena. Enlisted men of the Air Service were booked for the preliminary bouts, while in the semi-final and the final events of the evening native talent furnished the entertainment. The Fillipinos are small in stature, but they are fast and aggressive, and can always be counted upon to put up a good fight.

The field day here on the morning of the fifteenth brought out an enthusiastic crowd of spectators. A regular schedule of track and field events filled up the morning program. As an additional feature, a pie-eating contest, in which each of the twelve contestants had to make away with a whole pie made especially for the occasion while their hands were tied behind their backs, produced much mirth and amusement for the on-lookers. The winner in this contest was the recipient of a special prize. Another contest, which was carried out solely for the benefit of the spectators, was the cracker eating contest. Each contestant was furnished a number of soda crackers and at the word "GO!" crackers were devoured ravenously.

- but the whistle - and the winner had to whistle after eating all his crackers, was a far more difficult feat than anyone imagined.

The officers of Camp Nichols entertained the Air Service Officers from Clark Field and Camp Stotsenburg at a stag luncheon at the Polo Club in Manila on Thursday. Covers were laid for thirty-five. A baseball game, scheduled to take place that afternoon between the officers of Clark Field and Camp Nichols, was called off out of respect to Lt. Charles M. Leonard whose death at sea was announced as the officers sat down to lunch.

The Post was shocked to receive a radio announcing the death of Lt. Leonard on board the U.S. Army Transport "Merritt" while en route from Japan to Manila. His death was caused by septicemia accompanied by pneumonia. Lt. and Mrs. Leonard were returning from a vacation trip through China and Japan. Besides his widow, he is survived by three children and his mother-in-law, who are at this station.

The baseball team is journeying today to play the Infantry team at Los Banos. The trip is being made up the Pasig River and across Laguna de Bay by boat.

Captain and Mrs. Frederick I. Eglin, recent arrivals from Clark Field, have moved into quarters on the Post.

Lt. Harry Weddington reported to this station for duty this week, and was assigned to the Provisional Airplane Maintenance Company.

First Lieut. E.G. Ellicott received his discharge from the Air Service yesterday, and plans to make his future home in Manila, where he intends to engage in the automobile business. Lt. Ellicott has lately been in command of Air Intelligence Office #12.

Clark Field, Pampanga, P.I., December 16, 1922.

"Speed", is the slogan of the age. In the Orient, where crude and primitive methods of transportation are still employed, one may see an occasional burst of speed that, if not surprising, is against the express wishes of "The Powers that be". The Air Service, although some three years old in the Philippines, is still a source of interest and wonder to the natives and a bone of envious contention among the other branches of the service. It is easy to believe that the Air Service was built for speed instead of comfort. Any one knows, who knows anything at all, that it is impossible to satisfy those who would be satisfied, at the same time following ones' own inclination. One of our officers, who owns a rather speedy car, is often possessed with an uncontrollable desire for speed. Much to his surprise, while riding through the Post at a moderate rate (45 miles per) a sentry suddenly appeared dead ahead. Despite the loud and angry warning from the horn that soldier refused to move - he was a stubborn human. Consequently, the car must suffer the ignominy of thirty days in the mill. The Sergeant Major, who happened to suffer the same inconvenience last month, is wearing a broad smile to express his profound sympathy for his comrade-in-trouble. We would not disclose a name, but his friends often refer to him as, Jim.

Anticipated happenings on a Target Range has a great deal to do with the loquacity of certain individuals. Just prior to the target season the squad-room was overrun with pistol experts and two-gun-men. Statistics, however, have a way of cooling the ardor of those who fear the facts as disclosed by figures and, now that the target practice is nearly over, we haven't near so many pistol experts as was expected - silence is golden.

The fine points of a ball game are not always appreciated by the spectators, but it is believed that very few things were over-looked Sunday, during the game between the officers of the 26th Cavalry and the Air Service. Like every game, the participants were subject to alternate praise and ridicule. However, when Captain Eglin knocked the old horse hide for a home run, the only one of the game, praise was lavished unstintingly. Likewise, Lieutenant Cook's inability to get on first base brought forth the corresponding amount of good natured taunts. As you know, "Cookie" is athletic officer at the Air Service garrison, and a citizen of North Carolina; therefore you must understand that whenever anyone attempts to rag him about his ball team they are inviting trouble and are quite likely to descend thru the small end of the horn.

Clark Field, Pampanga, P.I., December 23, 1922.

With the arrival of Christmas holidays a number of our Non-Commissioned officers have forsaken the comforts of home and conveniences of civilization and have gone into the fields and woods on the trail of Wild Boar and the elusive Deer.

Quite a few of our soldiers, and officers as well, grasp every opportunity to go on the hunt, and some of them do bring home the bacon - occasionally. The contour of the country and a wealth of tropical vegetation makes hunting a serious problem for anyone inexperienced in out-door life. In fact, a short time ago four of our enthusiasts succeeded, without much difficulty, in getting themselves lost in a narrow canyon three miles from camp. They were found two days later; however, being recent arrivals in the Islands and having heard many stories as to the dangers to be encountered away from frequently used trails they were in a state of almost nervous prostration. These boys have not been lost since.

Plans for the annual Staff Movements have been under way for the past few weeks and are now announced as being completed. The problems simulating War Time conditions will commence on January 3rd. An Umpire has been chosen from each Line Organization, with Major B.Q. Jones acting as chief Umpire for the Air Service. The Island of Luzon will be the scene of action. Luzon has been divided into two main divisions, which will comprise a Southern and a Northern problem. The Air Service personnel receive a great deal of vital experience during these annual maneuvers in observing hostile movements and directing the advance of friendly ground troops. No move of Air Service personnel and equipment is expected, as the problems are to be completed by January 19th.

The organization of a Third and Twenty Eighth Squadron Flight Company has necessitated a change in present assignment of duties. Lieut. F.M. Bartlett is to be our new Field Adjutant as Lieut. M.R. Woodward is to be assigned to the Twenty Eighth Squadron Flight Company.

Langley Field, Va., February 25, 1923.

During the past week, flying activities at this field have been curtailed by the appearance of "Jupiter Pluvius" and his hordes, never-the-less, our Aero Repair has turned out one Martin Bomber, two D.H.'s, and one M.B.-3, overhauled.

Major Goolrick, and Lieut. Gaines stopped in on their way from Winchester, Virginia, to Fort Bragg, N.C., and Lieut. Stewart on Airways, from Fairfield, C.

Air Service Unit, Georgia Tech. R.O.T.C., Atlanta, Ga., February 20, 1923.

The Unit started the year with an enrollment of 137 students, but with the addition of Capt. Fraser Hale as instructor expects to have a larger number next year.

Our Aero Club was recently reorganized and new officers were elected. Former Lieut. Van H. Burgin made a talk to the club at this meeting, relating experiences and things of interest about the late war. The talk was of great interest to the students and others who attended the meeting.

Captain Fraser Hale recently made a trip to Montgomery, and from Maxwell Field made a cross-country flight to Miami, Florida. He reported an interesting and successful trip.

Captain Hale and Captain Otto G. Trunk, Corps Area Air Officer, are members of the Atlanta Municipal Air Board. The Board has been making efforts to get a landing field for the city.

Lieut. R. B. Davidson recently went to Montgomery, where he spent some time flying.

Lieuts. Myers, Waltham and Gaines passed through Atlanta a few days ago en-route to Montgomery to ferry ships to Pope Field. While in Atlanta they visited The Corps Air Office and Ga. Tech.

We will have about thirty men for the Summer camp at Maxwell Field this Summer. Rumor has it that Major H.B. Clagett will again command the camp.

We graduate our first Senior class this year. The first class to receive this distinction is small, consisting of only sixteen men but we are much pleased with these men who will make reserve officers of a very high class.

Air Service, Tenn. National Guard, Nashville, Tenn., February 19, 1923.

At last the inclement weather has abated and has been followed by a severe cold spell. Taking advantage of the frozen ground, Captain Fox went to Tennessee City via rail and ferried a J N 6 H to Blackwood Field. This is the same plane in which Lieutenant Shankle had a forced landing en route here from Kelly Field.

Upon the arrival of the Flight Surgeon the squadron will obtain several new officers, all of whom were former Air Service pilots.

There being no Infantry Instructor on duty here at the present time, his work is being carried on by the Air Service Instructor. On January 19th, Company H, 117th Infantry at Nashville was inspected for Federal recognition and passed. On February 15th Company M, 117th Infantry at Union City went through the same formality. The trip to Union City was made via airplane and the town can boast of an excellent landing field one half mile west of its limits. The new company is commanded by Hunter Whitesell formerly an emergency air service officer with a pilot's rating. He is still enthusiastic but is located too far from here to be a member of the squadron.

On February 14th we were inspected by the Air Officer, Fourth Corps Area, and to his surprise and remarks may serve as a criterion he was very much surprised and pleased with the entire squadron. Our hangars, stock room, planes and equipment were in much better condition than he had expected to find them.

Lieut. Boyd T. Riley who was injured at the summer encampment is back with the squadron, after having spent several months at Walter Reed General Hospital.

Brooks Field, San Antonio, Texas, February 10, 1923

A very pretty dance and dinner was given at the club rooms of the Officers Club, honoring Brigadier-General Mitchell, Assistant Chief of Air Service. The guests at the dinner included: General Mitchell, Colonel Howard, Colonel and Mrs. Culver, Colonel and Mrs. Seth W. Cook, Major and Mrs. Brereton, Major and Mrs. Hickam, Major and Mrs. Fitzgerald, Edgar Tobin, Captain and Mrs. Ralph Royce, Captain Paul Bock, Captain Robert C. Candee, Captain Willis Hale and Lieutenant Clayton Bissell.

A very interesting bridge tournament was held last week for the officers of Brooks Field. The first prize, a Gruen wrist watch, was won by Captain Paul Bock. The second prize, a traveling bag, went to Captain Ralph Royce.

Scott Field, Belleville, Ill., February 23, 1923

The Officers of Scott Field held their bi-monthly dance Friday night, February 16, in the Officers' Club. The hop was largely attended by guests from Belleville and St. Louis and was followed by a supper given in honor of Col. and Mrs. Hall's 25th wedding anniversary, at which Mrs. Hall was hostess.

Mrs. Wallace B. Scales, Miss Martha Lawrence, of the faculty of Hosmer Hall, and Miss Henrietta Hall were the guests of Col. and Mrs. Hall for the occasion.

The Scott Field post team defeated the team of Jefferson Barracks, Mo., in a basket ball game played at Scott Field February 3rd, by the lopsided score of 69 to 27. The game was played to decide the championship of the second district of the 6th Corps Area, and Scott Field was picked to represent this district at the annual 6th Corps Area athletic meet to be held in Chicago during the latter part of March. The expenses of the team on the trip will be defrayed by the Scott Field Athletic Association.

Fairfield Air Intermediate Depot, Fairfield, O., February 19, 1923.

An interesting game of basketball was recently played at this field, the combatants being the Married Officers and the Bachelor Officers. The challenge was issued by the Bachelors, as the Married Officers were boasting their prowess gained by defeating one of the local school teams. So sure were the Married Officers of the weakness of the Bachelors that they counted the game won before it started. The Bachelors, although handicapped by the rigors of the recent Schneider Test - in which they averaged higher than the Married Officers - were optimistic as to the outcome of the game.

The Intercollegiate basketball, football, and the catch as catch can rules were read to the contestants prior to the game, and all players signifying their knowledge of the rules the referee blew the whistle. The Bachelors drew first blood, a field goal and with it Lieut. Niergarth retired from the game with that ailment "Gushing Claret". Handicapped by the amazing speed of the Bachelor forward, Lieut. Geo. V. McPike, whose footwork even bewildered the referee, the Married Officers were carried off their feet.

Lieut. Tucker, trying to bring glory to the Married Team, made a brave charge at Lieut. Robert Ignico (our famous All American Football star), and was thrown for a loss. The contact of these players rocked the braces of the gymnasium. Lt. Tucker rebounded three or four feet, to his utmost surprise, and a foul was called on him.

Jui Jit Sui now became evident, and although the Married Officers had perfected this side of the game, the Bachelors were far enough in the lead to stave off this last rally. The game ended in a well earned victory for the Bachelors, yet the rivalry still exists, and another game is scheduled for a later date.

Major and Mrs. A.W. Robins delightfully entertained the members of the Post in sundry forms of merriment at the Officers' Club on February 7th. Bridge honors were won by Mrs. O.O. Niergarth and Lt. Joseph L. Stromme. Later they entertained the following at an informal dinner: Lieut. and Mrs. C.E. Thomas, Jr.; Lt. and Mrs. E.E. Adler, and Lt. and Mrs. O.O. Niergarth.

Lieut. and Mrs. Guy L. Kirksey entertained at dinner Capt. John G. Colgan and Lts. George V. McPike and Gerald E. Ballard; Mrs. D.L. Decker entertained the Ladies' Club; Lt. and Mrs. E.R. Page entertained at dinner Major J.H. Rudolph and Lts. Robert V. Ignico and O.O. Niergarth; Mrs. Morris L. Tucker entertained the Ladies of the Post at Bridge; Lieut. and Mrs. Harry H. Mills entertained at dinner Major and Mrs. A.W. Robins and Lt. F.F. Christine; later they entertained at dinner Lt. and Mrs. O.O. Niergarth and Lts. G.E. Ballard and Geo. V. McPike; Lt. and Mrs. E.E. Adler entertained Capt. and Mrs. Henry Miller of Ft. Thomas, Ky., and Lt. and Mrs. C.E. Thomas, Jr. were entertained by Mr. Albert Johnson of Dayton.

Capt. Harry L. Flounders returned to the post from the Walter Reed General Hospital; Mrs. J.H. Rudolph returned from a holiday visit with relatives at Milwaukee, Wis.; Mrs. O.O. Niergarth returned from her holiday visit with relatives in Florida; Lieut. and Mrs. E. R. Page returned from a motor trip to Washington, D.C., where Lt. Page was ordered in conference in the Office of the Chief of Air Service; Lt. and Mrs. E.E. Adler motored to Cincinnati with Capt. and Mrs. Henry Miller, of Ft. Thomas, Ky., to spend the week end.

Lt. Gerald E. Ballard won the recent Officers' Bowling Tournament.

On Tuesday evening, Feb. 6th, the Wilbur Wright Flyers were again victorious when they met and defeated the Y.M.C.A. of Springfield, O., on their home court by a score of 32 to 22. The Flyers were somewhat off form, not having played a game for several weeks. They took the lead early in the game, however, and maintained it to the end. In the preliminary games, the Wilbur Wright Girls registered two consecutive wins, first defeating the Dayton Red Birds by a score of 16 to 0, and in the second defeating the Crawford MacGregor girls by a score of 8 to 3. Miss Kennedy was the star of the evening, securing eleven field goals for a total of 22 points, out of 24.

Lieut. Stewart returned from Langley Field on the Model Airways; Lts. Bobzien and Dave Stinson arrived at the post enroute from Chanute Field to Bolling on the Model Airways for supplies and minor repairs; Lt. Amberg returned from Mitchel Field on the Model Airways; Lieuts. Gibbons and Kunkle, together with enlisted men they were ferrying from Chanute Field to Langley Field, stopped off at Fairfield for supplies and minor repairs.

Major Hugh J. Knerr, Air Service, arrived from Kelly Field to assume command of the 88th Observation Squadron; Lieut. Irwin S. Amberg was recently appointed Airways Officer, 88th Observation Squadron, vice Capt. John G. Colgan, relieved.

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VOL. VII AIR SERVICE NEWS LETTER

Information Division

Munitions Building

Air Service

March 21, 1923.

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 24, 1923.

THE PROMOTION OF NIGHT FLYING

It is almost universally realized that night flying has an important part to play in not only increasing the military value of the airplane but also in making aviation an attractive commercial proposition, thus aiding in building up an aviation industry capable of supplying trained personnel and adequate equipment for the expansion of the peace time Air Service on a large scale. At the close of the war night flying lacked the safety to personnel and the equipment necessary to make its commercial application justifiable. The removal of the immediate military necessity led to the general neglect of the development of night flying equipment and methods.

In 1920 the question of military night flying was revived and the necessity for commercial night flying was recognized, as it was apparent that the commercial airplane was not taking full advantage of its speed and convenience if it was forced to cease operations during half of the time because of darkness.

The requirements of successful night operations were analyzed at this time, and it was concluded that the first essential development should be a Landing Light to be carried on the plane and to give good lighting characteristics with maximum reliability and without the fire hazard attendant upon the existing types of pyrotechnic equipment.

It was decided to attempt to develop an incandescent electric light for the purpose. The first step taken was to canvas the illuminating industry for powerful lamps built to operate from the standard 12-volt direct current source. After thorough search had been made, preliminary tests were conducted using a 10-volt, 16-ampere bulb mounted in front of an 8-inch parabolic reflector, the assembly being located beneath the lower wing and close to the fuselage of a training airplane. These experiments, although unsuccessful due to low light intensity, improper location, and probably in no small degree to the inexperience of the pilot using such a device, proved that a number of things should not be done if a light of this type was to be successful.

Further experimentation was delayed until a more powerful lamp could be obtained. Finally, a few sample 100-ampere, 12-volt lamps, built experimentally for use in motion picture projection work, were obtained and were mounted in a streamline case, a 13-inch parabolic mirror being used as a reflector. There followed a long and tedious series of flight tests, which were witnessed by but a few people. At the conclusion of the series, the first crude but successful night landing light had been built and the principles underlying the design of the present type had been firmly established.

The landing light of today is about 50 percent stronger, presents about 50 percent of the frontal area and uses about 35 percent of the electrical energy of that of the first successful model. It has no noticeable effect on the performance of a DeHaviland 4 airplane as compared to the original model, which decreased the speed of a Curtiss training plane by approximately 10 miles per hour. Furthermore, the illumination of this light is such that many successful flights have been made with its aid by pilots who had not previously done any night flying. This landing light, with the exception of the bulb itself and some experimental reflectors used in the early models, is a McCook Field product, and the bulbs now used were developed and standardized at the request of the Engineering Division.

Although the landing light is the most important single item of airplane equipment developed for night flying, numerous other items have been studied at length and experimentation has led to marked improvement in most cases: for

instance, navigation lights have been built to be visible from all angles and to give from 5 to 6 times as powerful a signal, the cherry red "nonglare" finish for propellers has been chosen for standardization, and a great deal of work has been done on such details as non-glow engine exhaust manifolds, instrument illumination, etc. In fact, the development of airplane equipment for night flying is far ahead of the development of a more suitable airplane for night work.

Another lighting device which promises to make night flying in the aviation branches of the Army, Navy and Marine Corps more general and prove of incalculable value to the Aerial Mail Service in its endeavor to speed up the transmission of the mails, is a high intensity searchlight manufactured by the Sperry Gyroscope Co. of Brooklyn, N. Y. Civil aviation will also benefit thereby, as commercial airplane transportation companies adopting this equipment will be enabled to transport passengers at night to far distant places with the same degree of safety as in daytime flying.

Tests of this searchlight were recently conducted at Bolling Field, Anacostia, D.C. by Messrs. M.L. Patterson and C.A. Hemphill, representatives of the Sperry Gyroscope Co., in the presence of representatives of the Air Services of the Army, Navy and Marine Corps, the Coast Artillery Corps and Corps of Engineers, U.S. Army, the Bureau of Engineering of the Navy, the Air Mail Service of the Post Office Department, and military attaches from embassies or legations of a number of foreign countries. Army Air Service pilots from Bolling Field and from the Office of the Chief of Air Service flew the planes in connection with the tests.

The searchlight projects a shaft of light of six hundred million candle power which, under average weather conditions, can be seen from 50 to 75 miles away. By placing one of these searchlights at landing fields at intervals of from 100 to 150 miles, the pilot of the plane will find them an unfailing guide in his line of flight. The searchlight is equipped with a motor for turning it in azimuth at a slow rate of speed, so that the beam of light sweeps around the entire horizon, appearing from any one direction as a slash of light as it points in that direction. It is also used for flood-lighting the field for landing purposes. For this use it is equipped with a spreading lense which radiates the beam of light in the shape of a fan with about a 40 degree included angle. When so used it will illuminate the entire landing field as brightly as daylight.

A motor truck which is used for transporting the searchlight is equipped with a generator for furnishing the power required. It was selected by the Sperry Company on account of its remarkable showing in service tests. This same type of truck is now used for bus service in Washington by the Washington Rapid Transit Company.

During the recent war the high intensity searchlight and the airplane were enemies, for the searchlight was used largely for anti-aircraft defense, both at the front and in the protection of cities, such as London and Paris. Since the war, however, the searchlight and the airplane have become reconciled and now bid fair to become the best of friends in the promotion of aircraft transportation efficiency.

A beacon light is of far greater importance to the aviation field than is the lighthouse to a ship at sea, for in the case of the latter the ship can stop and wait for the fog to lift, or can feel its way along at greatly reduced speed. The airplane also offers a tremendously greater problem in the matter of devising navigating instruments, due to the vibration on aircraft and to the limited weight allowed for such instruments. Aviation must, therefore, eventually look for as great an efficiency in land lighthouses as now obtains for water transportation.

With this in view, the Sperry Gyroscope Co. expended considerable effort during the past four years in advancing a knowledge of the requirements for this service. The well-known high intensity searchlight was developed for war service, and hundreds of these lights saw service both in the Army and Navy.

After the war efforts were expended towards further perfecting the High Intensity Searchlight for peace time service. The 36-inch searchlight used in the night flying tests at Bolling Field is a result of this development work. This test is only one of a series of tests which are being carried out at various fields of the Army Air Service and the Air Mail Service. These tests will bring out a knowledge of the best type of beacon to be used at terminal air stations

and at emergency landing fields. It will also help to establish the number and spacing of emergency landing stations required for the safe operation of aircraft in night flying.

FIVE THOUSAND MILES BY AIRPLANE

After many adventures in the frozen north, landing in five feet of snow and breaking the propeller of his ship, and having the unique experience of testing army airplanes in summer heat and winter snows within a week, Brigadier-General William Mitchell, Assistant Chief of Air Service, accompanied by Lieut. Clayton Bissell, his aid, recently returned to Bolling Field after completing a 5,000 mile inspection trip of Army Air Service stations in the United States.

The General left Washington on January 21st by airplane under very adverse weather conditions and flew to the Army Air Service Engineering Division at McCook Field, Dayton, Ohio. At the Experimental Station, General Mitchell flew the new supercharged fighting plane which is equipped with an air compressor to enable the motor to function at sea level efficiency at altitudes of over six miles. He also flew a new type of training machine with an innovation for seating the pilot and student side by side. He supervised the testing of night flying equipment, including landing and signaling lights which are expected to have an important influence on the development of commercial aviation.

From Dayton, he proceeded to Selfridge Field, Michigan, where intensive training maneuvers were conducted by the 1st Pursuit Group. This Group has recently developed a new gasoline tank to be carried in the bomb rack of the machine, which will increase its gas supply and allow it to be operated twice as far as a similar machine without this device.

After inspecting activities at Selfridge Field, General Mitchell proceeded to St. Louis, where he looked over the Balloon School at Scott Field. The Army Air Service recently completed a huge dirigible hangar at this field. General Mitchell made a 30-minute flight in one of the Army dirigibles in testing out the equipment at this station. The 1923 Pulitzer Race will be held at St. Louis. He inspected Lambert Field, which is about 20 minutes out of the heart of the city, went over the organization with the advance race committee and made several addresses to prominent civilian organizations.

The "Osprey", General Mitchell's plane, was used to save the life of a man on Beaver Island, Michigan. A serious accident occurred at that place, resulting in a fractured skull. No medical attention was available and the ice froze in the Lake and made it impossible to reach the Island by boat. All communication except radio was cut off. This plane, piloted by Lieut. Meredith, crossed the Michigan Peninsula from Selfridge Field to Beaver Island, accompanied by a physician, who gave first aid and saved the man's life.

From St. Louis General Mitchell went to San Antonio, Texas, where he inspected the Army Air Service Primary Flying School at Brooks Field, the Advanced Flying School at Kelly Field, the Air Service Supply Depot at Kelly Field, and the First Attack Group. He carried out tactical maneuvers with the Attack Group, based on Kelly Field. A theoretical enemy was outlined along the Mexican Border, 150 miles from Kelly Field. The enemy consisted of a truck train, composed of card board trucks, placed in a ravine. This was attacked with machine guns and bombs and literally shot to pieces. This was the first time that aviation has been so employed against ground targets. As a result of these experiments, it is believed that where aviation is properly employed, it will be impossible for any troops to move on the ground within a hundred miles of such air units. The development of this type of aviation since the war has been very great. DeHaviland planes, equipped with eight guns each and GAX airplanes carrying nine guns each were employed in the problem. The GAX airplanes are huge bi-motored ships covered with armour, and may be equipped with small cannon.

After inspecting the Air Service units at El Paso, Texas, General Mitchell flew along the frontier. Jumping directly across the continent, he was flying within three days on the Canadian Border.

Upon the invitation of the Canadian Government, General Mitchell made a visit of courtesy to the Governor General of Canada at Ottawa. He then flew from Detroit to Camp Borden, Canada, being accompanied on this trip by Wing Commander Christie, Air Attache of the British Embassy. At Selfridge Field, where the plane took off, there was less than an inch of snow on the ground, while at Camp Borden

the snow was five feet deep in some places. The American deHaviland planes, equipped with wheels, sank into the deep snow up to the wings, breaking the propeller. No material damage was done to the ships, and they were used to continue the trip. At the University of Toronto, Toronto, Canada, General Mitchell inspected the laboratory of Dr. McLennan, the first man in the world to reduce helium gas to a liquid form. He also inspected the Canadian Militia at Toronto.

From Toronto General Mitchell proceeded to Ottawa, the headquarters of the Air Force, where he carefully went over the Canadian Defense Organization and was shown every courtesy by the Canadian authorities. The splendid spirit of esprit existing between the two countries made General Mitchell's visit very pleasant. A great deal was learned regarding winter flying conditions in the far North. When airplanes are equipped with skis it will be possible to land any place in the Northland, as with the advent of snow nature provides a wonderful airdrome - smooth as a carpet.

POLO AT MITCHEL FIELD PERKING UP

Polo affairs are progressing satisfactorily at Mitchel Field. Classes in equitation for the officers are being held regularly, and in this connection ten polo ponies assigned this station from Governors Island, N.Y., are proving of the greatest value. Due to the unprecedented cold wave that has held forth in February work on the three polo fields under construction has practically been at a standstill.

Major Terry Allen, of Governors Island, recently addressed the officers at the Officers' Club on the subject of polo, and his talk proved very interesting and instructive. Major Allen demonstrated a thorough and intimate knowledge of the game, and Mitchel Field officers hope he will be a frequent visitor at the field when actual practice is started.

All the officers are very much interested in the game, and the majority have signified their intention of playing. Those officers not qualified for active participation have volunteered their assistance, financial and otherwise.

BOLLING FIELD FLIERS TO MAP LOS ANGELES.

First Lieutenants Howard K. Ramey and George W. Goddard, Air Service, stationed at Bolling Field, D.C., were fortunate in escaping the changeable winter pneumonia-producing weather of Washington in that they received official orders directing them to temporarily change their station to a State noted for its balmy climate - California, for the purpose of making a mosaic of the City of Los Angeles. This project is being worked out on a large scale. Our Rockwell Field Correspondent, in touching on this project, looks forward to a wonderful piece of work, as according to the Los Angeles boosters this map will undoubtedly take in all the territory between LaJolla and San Francisco. He hopes that the aviators will be able to locate and photograph the Los Angeles Harbor, as this is a place which even the Navy has so far been unable to find. We wish to remind our Rockwell contributor that Bolling Field is in the District of Columbia and not in Virginia, as he has put it.

MARKING THE AIRWAYS FROM WASHINGTON TO NEW YORK

The Air Service contingent at the Aberdeen Proving Grounds, Md., propose to mark eight landing fields on the Model Airway Route from Washington to New York. Weather permitting, this will be completed very shortly. The fields will be marked by the circular identification marker, fifty feet in diameter, with a border four feet wide of the best cheese cloth obtainable, which will be pegged to the ground.

PULITZER RACE WINNER RECEIVES INJURY IN BATH

While on a mission of photographing certain western harbors, a task assigned to the 15th Photo Section at Crissy Field, Lieut. Russell L. Maughan, Air Service, with Private Carlow as photographer, encountered trouble as they neared Eugene, Oregon. A combination of low fog and engine trouble forced Lieut. Maughan to land in the river. The plane turned over on its back, shooting Carlow some fifty

feet through the air, but Carlow lit swimming, and the only casualties were maps, camera and clothing. Carlow, upon being interviewed, stated in part: "Of course, my new thirty-five dollar civilian overcoat went down the river, while my --- --- O.D. blouse stuck to the tail of the ship". Lieut. Maughan stated that after turning over he had the choice of either diving down around the cowlings to get out or staying upside down in the cockpit. Needless to say, he dove.

The next day Lieut. Goldsborough, with Sergeant Klutz as photographer, who started out from Crissy Field as the second section of the expedition, landed at Yon Calla, where he heard of Lieut. Maughan's accident and went back to his assistance. All hands returned to Crissy Field to wait for new equipment and maps.

OUR OLD FRIEND "ED." BOBS UP AGAIN.

There must be something in this mental telepathy business after all. Our old readers will, perhaps, recall that about a year ago, when March Field was on the map, the contributor to the NEWS LETTER from that field was wont to entertain us every once in a while with a letter, couched in the famous Ring Lardner style, which a certain Air Service rookie had been writing to his friend Gus. A number of our readers informed us that they greatly enjoyed these letters. Then all of a sudden, just when our interest was getting warmed up in the adventures of said rookie, our contributor, for some reason or other, forsook us, and for over a year we had not heard anything from him.

In our issue of February 20th last we had occasion to comment upon this lamentable state of affairs and pleaded to be again restored in the good graces of our former contributor. Evidently, this individual must have been in consultation with Dr. Coue, or a clairvoyant, a gypsy fortune teller or some beautiful raven-locked sorceress, for he "beat us to it". In the contribution to the NEWS LETTER from Crissy Field, dated February 16th, four days before the above mentioned issue was ground out from our overworked mimeograph machine, he includes among other interesting items, given elsewhere in this issue, the long-awaited letter from "ED". We think our readers will agree that this is certainly "some" coincidence.

Without further ado we shall proceed to quote said letter in full, "to the viz":-

"91st Obs. Sqdrn. Crissy Field,
Febry 16, 1923.

Friend Gus

Well I guess you didnt expect to hear nothing more from yrs truly in the old u s a but here I am in Frisco as I have called it & not in Hiwaya at all where I started for when I left March Field last spring. Well Gus the 9teenth squadron went over there in july OK but leaving me laying in the hospitle Gus on acct I got mixed up with a couple of guys from the coast artillery & all as I remarked to them tough birds was that the coast artillery guns should ought to be putt in the parks and other mewseums of ancient weapons & the etc is that so says one guy I suppose youre a ace or something no sence of humor see Gus & what with 1st 1 thing and then another the next thing I knew Im laying in a bed in the hospitle the big stiffes & if there hadnt of been a mobb of them I would half knocked 2 or 3 for a formation of canal boats the _____s.

And thats all a fellow gets for sticking up for their branch of the service Gus here when I get out of the hospitle the 9teenth squadron has already sailed for Hiwaya to make the pacific safe for the navey and Im sent to Crissy Field. Thats the Precidio flying field Gus and was selected by Houdini they tell me but as major Arnold said at the time what and the h--l has the field got to do with flying anyway pilots does their flying in the air and not on the ground & thats why Crissy field is layed out like a golph course with a sporty approach I might say water on 1 side bluffs around 2 sides & minor hazzards like for inst barracks life saving stations & the etc all around the fareway & to make it interesting theres usually a lair of fogg layed good and thick over the whole wks & major Brett says the pilots that can get in & out of this field without rapping a hangar or a telegraph pole or something around their neck dont need no six oh nine to determine weather they can fly or vice versa.

Well Gus to cut a long storey in 2 Im now a member of the 91st observation sqdrn and it seems that all the aces wasent in the 9teenth like the

recruiting partys from that sqdrn 1st led me to believe but mainly in the 91st and Lt. Patrick admits theres 2 or 3 guys in the 91st can fly as good if not worse than him to the viz anything that smells of gasoline. Take for inst this bird Lt Mawn that win the pulitzer race in a curtiss ship Gus and got presented with a Dodge sedan automobile off The Dodge co to say nothing of a telegraft message of congratulations prepaid & everything from the Curtiss co & telling him they wouldnt charge him nothing for the ride. Then theres lt. Miller the engineer officer & they tell me this bird knows more about revolusions than a mexican general only the revolusions as he knows about is engine revolusions Gus & when the war started they sent this Miller to Massachusetts institute of tekhnology to learn a lot of pilots what makes a engine go if anything & the etc. & he says most of these birds was so dumm that they thought internal combustion was some kind of stomach trouble & 1 day lt. Miller started to tell one of these mechanicle wizzards about a left hand thread & right away this wise bird thrown down his tools & yells nobody can kid me & get away with it & walks out.

Your friend

Ed."

PROGRESS OF THE PORTO RICAN FLIGHT ✓

The following official communications were received from Captain Thomas G. Lanphier, commanding officer of the Porto Rican Flight, giving the progress of the flight as far as Montgomery, Ala.:

"Headquarters, Porto Rican Flight,
New Orleans, La., March 3, 1923.

1. The flight from the San Antonio Air Intermediate Depot to New Orleans, La., with a stop at Ellington Field was successfully completed this date.

2. The departure from San Antonio was delayed one hour by doubtful weather conditions. Upon advice from Ellington Field that weather conditions were favorable there, although the ceiling was low, the six planes taxied onto the line at Kelly Field, at 7:45 a.m. They took off in numerical orders, starting at 8:05 a.m. and assembled in formation over the Depot before leaving. We arrived at Ellington at 10:35 a.m. The average altitude during this part of the flight was 200 feet.

3. At Ellington the planes were serviced by members of the flight without any assistance whatsoever by the personnel of that station. This work was completed in a total time of an hour and a half. While there a radiogram was received to the effect that the weather was clear at New Orleans. The flight took off in formation at 12:15 p.m., and after 15 minutes of low ceiling was able to attain an altitude of 2,000 feet. This was increased to 4,000 feet at Lafayette, La., which altitude was maintained until reaching New Orleans, where the planes landed at 3:35 p.m. The members of the flight immediately serviced their planes and checked over their mechanical condition and prepared them for the night. Guards were obtained to take charge of them during the night."

"Montgomery, Alabama, March 4th, 1923.

1. The flight from New Orleans, La., to Maxwell Field was completed successfully this date. Plane Number 2, piloted by Lieut. Longfellow, was landed on account of motor trouble about five miles from this field, but reached the airdrome thirty minutes later than the other planes.

2. The flight was scheduled to leave New Orleans at eleven o'clock and promptly at that hour the planes taxied out for the take off. Although the field was rough enough to cause the motors to splutter on the take off, it was large enough so that no difficulty whatsoever was experienced in getting away. The usual formation was effected over the field. The L & N Railroad was followed to Mobile, an altitude of 2,000 feet being maintained. Just northeast of that city threatening clouds appeared, and shortly thereafter a local rainstorm was encountered. The flight detoured and avoided most of the rain, however, and soon a compass course was set for Montgomery. And the altitude gradually increased to 4,000 feet. Landing at Maxwell Field was made at 3:15 p.m.

With Montgomery in sight, plane number 2, Lt. Longfellow, pilot, dropped away from the formation and was followed down by plane number 5, piloted by Lt. Nelson, the flight Engineering Officer. Lt. Longfellow made a successful landing in a small field and was followed in by Lt. Nelson. It was found that practically all the water was gone from Lt. Longfellow's engine. The radiator was filled and both planes came on into Maxwell Field. The loss of the water was due to a defective cylinder. Maxwell Field mechanics started repairs immediately under the direction of Lt. Nelson. It is expected that these will be completed by noon of March 5th, but the flight to Jacksonville will not be attempted until March 6th. March 5th will be spent in cleaning up the planes and turning up the motors. The entire personnel of Maxwell Field has been placed at our disposal for this work.

T.G. Lanphier, Commanding."

At this writing the planes are at Miami, Fla., from which point the flight will proceed to Havana, Cuba.

CRISSY FIELD FLIERS HONOR DECEASED AIRMAN

Crissy Field, Presidio of San Francisco, Calif., was recently called upon to drop flowers over the funeral services held over the body of Captain Thorne C. Taylor, formerly of the 94th Squadron, 1st Pursuit Group, A.E.F., and a 3-ship formation, led by Lieut. B.R. Dallas, with Staff Sergeant T.J. Fowler and Sgt. L.L. Hefling was dispatched on the mission. The following letter received by Captain Peabody, Asst. Air Officer, from Mr. J. H. Eastman, formerly 1st Lieut. Air Service, who served with Captain Taylor overseas, is repeated in part as showing the appreciation with which small courtesies of this sort are received not only by ex-members of the Air Service but by persons entirely outside the Service:

"San Francisco, Feb. 13, 1923.

Dear Captain Peabody:

Because in my two years of army experience I never saw a suggestion acted upon in better spirit than in the instance of your special flight of planes in honor of Captain Thorne C. Taylor last Friday, I want to register an emphatic vote of thanks to you and through you to your pilots.

While I was unable to attend the services at Monterey myself, the appreciative reception of your flight has been described to me very forcibly. As an ex-flier I know how difficult it is when in the air to sense the ground reaction of your flight, and so I quote to you a letter I received on the subject from one of those present last Friday:

'It was wonderful. On a perfect day which came in the midst of storm, the fliers arrived, flew over Carmel, then back, swooped to the tree tops with a shower of yellow daffodils.

From the Army Colonel to the laborer who helped us, from the Minister to the owner of the cemetery, this tribute from the air struck deep. In small bunches the flowers fell overside in a flash of paper which had been around them and trailed to the ground, some then spattering a big oak tree with bright color. . . . To tell you how much appreciation is coming would be but to repeat what I have heard many times.'

To add a personal word, I might tell you that Captain Taylor was my own flight commander for an even year over the lines, and a friend of the kind that is rare. You have my thanks.

Sincerely,

J.H. Eastman."

NOTHING TO DO UNTIL TOMORROW.

A certain Air Service officer at Rockwell Field is just pining away for lack of something to do to keep his mind occupied. Our Rockwell Field Correspondent tells us that "Lieut. Frank W. Seifert, Air Service, Assistant to the Chief of the Supply Division, Property Officer of the Post Hospital, Range Officer, Post Exchange Officer, Radio, Telephone and Meteorological Officer, in addition to his other duties has been appointed Agent Finance Officer, Employment Officer, Auditor for Telegraph Accounts, Educational and Recreational Officer, Fire Marshal,

Chief of Guards, Recreiting Officer, Summary Court Officer, and Information Officer, vice Captain Wm. M. Randolph, relieved. Still Frankie has time to show the boys at the traps each Thursday how to break an average of 98 out of 100 Blue Rocks, and we are a little afraid that if the Director of the Budget gets next to him that the Air Service appropriations will be cut several thousands of dollars each year in savings on personnel."

Guess it's time to bestir ourselves and find a job for this leisure gentleman.

TEN AIRMEN TAKE FLIGHT IN AIRSHIP D-2

Carrying Col. C.G. Hall, Major J.A. Pagelow, Capt. L.F. Stone, Lieuts. C.P. Clark, H.H. Holland, Philip Schneeberger, A.C. McKinley, R.S. Heald, and two engineers, the Army Airship D-2 recently made a short flight from Scott Field, Belleville, Ill., to White Church, near Baldwin, Ill., and return.

The D-2 took off at 1:15 and headed almost due south, passing over New Athens. After circling the White Church Farm, it started on the return trip, flying low over New Athens and Freeburg. The ship was in the air one hour and 37 minutes and covered a distance of 60 miles. The average altitude of the flight was 1200 feet, and the average speed 37 M.P.H.

The trip was made for the purpose of instructing student pilots and in order to observe meteorological conditions in the vicinity of the Kaskasli River.

BAD WEATHER DELAYS ENDURANCE FLIGHT. ✓

According to our McCook Field Correspondent, about a thousand people assembled at Wilbur Wright Field on Friday afternoon, March 2nd, to witness the take-off of Lieuts. Kelly and Macready on what was to have been their flight to officially establish for the United States the World's Endurance record.

This record is at present held by the French pilot, Boussoutrot, who remained in the air 34 hours, 15 minutes and 7 seconds. It was actually broken last October, when Lieuts. Kelly and Macready remained in the air over San Diego, Calif., for 35 hours, 18½ minutes. Due, however, to the fact that no representative of the Federation Aeronautique Internationale was present at the scene of the flight, this record could not be officially homologated.

Among the enthusiasts who gathered at the field for the event were representatives of the press, moving picture companies, aircraft organizations, officers and employees of both McCook and Wilbur Wright Fields, and citizens of Dayton. Mr. Orville Wright, the official representative of the Federation Aeronautique Internationale, in Dayton, was present with several assistants, according to the rulings of the organization, in order that no technicalities might be slighted.

Several dates had been chosen for the endurance flight, but it appeared evident that King Winter was peeved over something and it was not until March 2nd that the day dawned clear and sunny. A serious drawback, however, was the softness of the ground, but by noon it was decided that it had dried sufficiently to warrant making the trial. News of that decision spread like the proverbial wild-fire. There was one contingency, however, that was overlooked - the day was Friday - but that's leaping ahead of the story.

Equipped for the flight, the T-2, which is pretty heavy through its own bulk alone, carried 750 gallons of gasoline and 35 gallons of oil, enough fuel, it is reckoned, to carry a Ford automobile three-quarters of the way around the globe - 13,000 miles. When the time came for the big plane to be rolled from the hangar to the mats which had been placed on the ground to facilitate the take-off, one was reminded of the nursery rhyme about Humpty Dumpty and all the King's horses and men, for though as many men as there was space for hands on the airplane were pushing with all their strength, they were unable to budge it. Finally, a caterpillar tractor arrived on the scene and the T-2 was coaxed into position.

Cameras were clicking busily as the two pilots, amidst handshakings and calls of good wishes, took their places, Lieut. Kelly being at the controls. The engine was started and the plane rolled smoothly from the mats at an approximate speed of 15 miles per hour. After progressing for about one hundred feet, the plane steadily lost momentum, the wheels plowing a double furrow six inches

deep in the mud. But it was no use, for the striving 400 h.p. Liberty could not give lift to that 10,850 pounds of dead weight against that handicap of soggy turf.

Everyone of the crowd had expected to hear through their conscious hours of the succeeding day and nights the unceasing "whir-r" above them that would tell them of the staunch and uninterrupted mental and physical efforts being put forth by the two aviators to obtain the thing all so greatly desired. All were set for triumph and congratulations. And a disappointment wholly appreciative and in sympathy with the disappointment that the pilots must be experiencing settled upon the spirits of all.

And the pilots? They have a slogan mounted in that ship which reads: "They said it couldn't be done, but he, poor fool, didn't know it, so he went ahead and did it." And having a slogan like that, of course they aren't the kind that could be downcast. Only next time you can bet the ground will have to register "extra dry", and I have a little private hope it won't be Friday.

And so all hands are now waiting for "Old Sol" to make up his mind to dry up the ground to enable the good old Liberty to do its part in bringing to America another aviation record. Gentle Spring is not far off, so, to use the popular expression - "It won't be long now."

RESERVE CORPS PILOT HAS INTERESTING EXPERIENCE.

Following the brilliant example of Lieut. Francis Wilson, O.R.C., whose remarkably quick comeback as a manipulator of the old "joy stick", after having been out of the flying game for three years, was reported in a recent issue of the NEWS LETTER, Lieut. W.C. Crawford, O.R.C., from the Island of Kauai, H.T., reported to Luke Field recently for his annual 15-day period of active duty, and acquitted himself admirably. His air work on the JNS-1 was entirely competent, and when he received his transformation to the DH4B he had one of the most unusual experiences on record. Having made four perfect flights around the airdrome, solo, he approached the field for his fifth landing and touched his wheels on one of the particularly rough spots in the landing area, which porpoised him along severely enough to break the axle at the left wheel. Having endeavored to recover with his throttle and finding his ground speed too high to come to rest without crashing, he circled the airdrome again and signalled the airdrome officer to arrange for picking him out of the water in front of the seaplane hangars. While waiting for rescue boats, he and his observer leisurely donned their Kapok coats. There was practically no head wind at the time and the landing was a bit faster than normal, causing the plane to nose in to such an extent that the observer was catapulted into the water over the top wing. No injuries were sustained, the plane was salvaged and Lieut. Crawford was congratulated by the 5th Group for his excellent judgment.

Officers of the 5th Group believe that the policy adopted by the organization in dealing with the Air Service Reserve in Hawaii is productive of the maximum liaison between the Regular and the Reserve forces. Indicative of this cordial relation, the following letter from Lieut. Crawford, addressed to Major George E. Stratemyer, Commanding Officer of Luke Field, is quoted:

"Please accept my thanks on behalf of yourself and your entire personnel for the very cordial treatment accorded me recently at Luke Field while taking the Reserve Officers' Refresher Course.

During and after my stay at Luke Field, I have been frequently asked, 'Was it really worth while?' I have invariably answered, 'Most assuredly, yes!'

I enjoyed the personal relations very much. I found some old acquaintances, and was glad to make new friends. I learned a bit about aerial strategy from your war games and feel that I could now fit more easily into an emergency. More than anything else, I appreciated the time in the air, without which a Reserve Pilot must soon lose his efficiency.

Your policy of excusing Reservists from routine military duties to let them get in as much flying time as possible is to be commended. I appreciated both this and the generous cooperation of everyone on the post. I was, of course, disgruntled at breaking up a ship, but was very grateful for the cordial treatment of the situation.

In closing I wish to thank especially the officers and men of the Sixth Squadron to which I am attached.

Hoping that in the near future your Inter-Island flying will bring you within reach of Kauai, and that I may have the pleasure of entertaining you here, I remain

Very sincerely yours,

WILL C. CRAWFORD,

Box 215, Lihue, Kauai."

DR. CARPENTER LECTURES ON TORNADES ✓

"What would be the effect on large buildings in this vicinity if a tornado, such as may be expected in this section three times in one hundred years, were to happen?"

This question was answered by Dr. Carpenter in his recent lecture before the officers of Scott Field, Belleville, Ill. Using as an illustration the large airship hangar at Scott Field, Dr. Carpenter explained that if a tornado of great intensity should happen along in the vicinity of the large structure and caught it with the doors closed, the building would explode like a giant bombshell. That fact, he pointed out, would be due to the great difference between the pressure inside the hangar and that of the tornado passing by on the outside. Dr. Carpenter stated, however, that such tornadoes in this vicinity are infrequent, collected data showing but three in each one hundred years.

Following his series of lectures at Scott Field, Dr. Carpenter left for Boston, Mass.

VACATIONING IN HAWAII ✓

Ten days' detached service on the Island of Hawaii in the vicinity of the Kilauea Military Camp affords one a delightful and invigorating change from the subtropical climate of Oahu. According to Luke Field FISH-TALE, it is the best possible agency for getting in shape to pass the annual physical examination which all army officers are required to take.

Captain Kirkpatrick and Lieut. Rice, Air Service, who recently spent ten days looking for possible airplane landing fields on all parts of the Island of Hawaii, combined business with pleasure. In order to make a thorough survey of the Island they purchased a superannuated Ford of the brass radiator variety, which later, when the test came on the mountain roads, displayed remarkable stamina. Their story of the trip is as follows:

After spending several days in the vicinity of the volcano and as many nights watching its antics from the brink of the pit where we were treated to displays of fountaining and explosions of red hot lava, we started off on our journey around the island in the Ford, which we now called "Leaping Leona", as a compliment to its eager leaping gait.

Almost as interesting as the volcano itself are the numerous lava flows which run from the upper slopes of Mauna Loa to the sea. To appreciate them more, one should know their dates and hear from the natives harrowing tales of villages buried, forests burned and pastures destroyed. There is the story of the old Chinaman who refused to leave his store as the river of molten lava rolled down the mountainside towards him. After the last of the natives had rushed off he remained behind and, by some interference of his Oriental gods, if not an elevation in the terrain, the flow split in half, leaving his store untouched, although badly singed.

Passing through the Kona district, which is not unlike the coffee raising district of Ceylon, we made a side trip to the City of Refuge, where the ruins of an enormous heiau (temple) are still in a good state of preservation. Adjoining the City of Refuge there is a community of what are probably the purest strain of Hawaiians now in the Archipelago. Fishing with net and in outrigger canoes forms their chief means of livelihood.

The change from the Kona section to the grazing lands of the Hinds and Parker Ranch is like that from the jungle to the pampas. On every hand the eye is greeted with vistas of rolling grass land, fat Herefords and picturesque Hawaiian cowboys on clean-limbed ponies. Plenty of landing fields are to be found here, and every Air Service officer and man on Oahu is anxious for a few weeks on the field on this ranch.

After spending several days in the Waimea and Kohala section we piloted our "Leona" back to Hilo by way of the Homakua coast, which is picturesque in the extreme, but has its native beauty dimmed somewhat by the thousands of acres of cane which cover every conceivable bit of soil. Time was when this coast, now green with sugar cane, was the habitat of many warlike tribes, each confining itself to a narrow valley and adjacent beach.

We watched the volcano for a few days more, looked over the site of a municipal airdrome in Hilo, for which the legislature has appropriated funds, and

at the end of our ten days reluctantly returned to Luke Field,

OPERATIONS DEPARTMENT OF SCOTT FIELD MOVES INTO NEW QUARTERS

The Operations Department at Scott Field, Belleville, Ill., has moved its offices from the north to the south end of the large airship hangar, where there will be more room. In connection with this department, a large study room is being equipped with tables, lockers, maps and technical data, so that the student pilot may have a place to work out practical problems assigned to him before going up on his flight.

FAIRFIELD DEPOT BUSY TURNING OUT AIRPLANES

Two DH4-BP1 and one DH4B type of airplanes have recently been completed by the Engineering Department, Fairfield Air Intermediate Depot, Fairfield, O., for delivery to Langley Field. Three pilots from Langley Field will proceed to Fairfield to ferry these planes back. Three DH4B airplanes were completed recently for the Aberdeen Proving Grounds. Two of them were ferried back by Lieut. Carlyle W. Graybeal and Lieut. Harold L. George.

AIR SERVICE STUDENTS RECEIVE POINTERS IN MOTOR TRANSPORTATION

The members of the Motor Transportation Class of the Balloon and Airship School at Scott Field, Belleville, Ill., were the guests recently of the management of the Auto Show in St. Louis, Mo. The class of 18 student officers and cadets, under Lieut. Karl S. Axtater, visited the Auto Show to inspect the new improvements in motor transportation.

SEARCH FOR LOST FLIERS ABANDONED. ✓

The special searching party which recently set out from Rockwell Field in an attempt to find some trace of Colonel Marshall and Lieut. Webber, who have not been heard from since their departure on December 7th last from Rockwell Field to Fort Huachuca, Arizona, via airplane, returned to Rockwell Field on February 22nd, their efforts being unrewarded. The detachment, consisting of Major T.C. Macaulay, Captain H.A. Erickson, Lieuts. J.P. Richter and V. Hine, and Privates Martin and King, left Rockwell Field on January 15th by automobile to search the route flown over by the lost airmen. Their search of the deserts and mountain sides between Rockwell Field and the Mexican Border lasted six weeks. Their trip extended as far east as Nogales, Arizona. These officers report that every effort was made to locate the lost plane, and all information received from the farmers and natives along the route supposed to have been taken by Lieut. Webber was checked up with the utmost accuracy, but without avail. The return of the searching party to Rockwell Field is an indication that nothing more can be done to clear up the mysterious disappearance of the DeHaviland Airplane and its unfortunate occupants.

ENLISTED RESERVE CORPS SQUADRON AT FAIRFIELD

The 347th Service Squadron, Air Service Enlisted Reserve Corps, organized at the Fairfield Air Intermediate Depot in June, 1922, consists of a personnel of ex-service men who saw service during the World War, over ninety percent of the men being employed at the Depot. They are classified as Expert Aviation Mechanics. The commissioned personnel consists of Captain George Walter Rogers, A.S., O.R.C., Commanding; Lieuts. James N. Robinson, John L. Rosensteel, Glenn D. Morris, Robert A. Kelly, Carleton F. Davidson and Robert A. Althoff.

WORK ON GAS PLANT AT SCOTT FIELD PROGRESSING

The construction of the new gas plant at Scott Field is progressing rapidly. Both the electrolysis and the oil cracking units are expected to be in operation within the next few months. The contractors have been delayed in their work during the past month by snow and cold weather.

PROF. WARNER LECTURES McCOOK FIELD STUDENTS

Professor E.P. Warner, head of the Aeronautical Department of the Massachusetts Institute of Technology, gave a lecture to the student officers of the Engineering School and to the engineers at McCook Field auditorium recently on the subject of "Gliders". His talk was based upon his observations while on a recent European trip.

BRITISH NAVAL OFFICERS ENJOY FLIGHTS IN HAWAII.

Sub Lieutenant T.R. Searle and Midshipmen J.M. Gibson and P.T.A. Love, of the Royal Navy, visited Luke Field from H.M.S. CAPETOWN recently. They were carried as passengers in DH4B airplanes by Captain Kirkpatrick and Lieuts. Fredk Johnson and Milo N. Clark. The planes proceeded in formation via Barber's Point, Wainae, Kaena Point and back to the base along the interior slope of the Waianae Mountains.

CHANGE IN ORGANIZATION OF THE ITALIAN AIR SERVICE.

The Mussolini Government has created a Directing Office of Military Aviation and a Directing Office of Civil Aviation (which corresponds to a Chief of Military Air Service and Chief of Civil Air Service) both under the Minister of War, to supplant the present Office of Chief of Air Service (Comando Superiore d'Aeronautica) which has had a Division of Civil Activities. The two Directing Officers come directly under the Under-Secretary of War who is to coordinate their activities and represent their interests in the Chamber of Deputies.

Mr. Bonardi, a Deputy, has taken over the duties of Under-Secretary of War. He is the author of several aerial laws governing Aerial Transportation and Civil Aviation Activities in Italy and was one of the Italian delegates to the recent Congress at Prague on International Aerial Legislation.

General Douhet has been named Chief of Military Aviation. He commanded the Italian Air Service with the rank of Major from 1912 up to a few months before Italy entered the war. After the outbreak of the European War and prior to Italy's entrance therein he was relieved from the command on account of his energetic action and recommendations to the War Department on the necessity of immediately creating a strong Air Service, Air Force, and an aerial defense, recommendations which at that time were considered too radical. He entered the war as Chief of Staff of a Division. Later he appeared before a Commission and gave his opinions on the conduct of the war, for which he was court-martialed, relieved from active service, and put in military arrest for a year. After serving this sentence he was returned to active service, and immediately after the war was exonerated by an Army and Navy Court on the grounds that his action had been prompted solely by patriotic motives and without consideration of his personal interests.

He left the active service at the close of the war. He is the author of the book "Il Dominio dell'Aria", which was published by the Italian War Department.

Mr. Mercanti has been named Chief of Civil Aviation, but as yet has not definitely accepted. Before and after the war he has been the organizer and Director General of practically all the big national and international bicycle, motorcycle and automobile races in Italy, such as the Grand Prix d'Italie on the Monza and Brescia Circuits, and has taken a leading part in directing aviation races in Italy. On Italy's entering the war he enlisted and served as a cyclist with the Bersaglieri. He was wounded, then entered the Air Service, completed his training as a pilot, and served in that capacity until the end of the war. After the war he commanded a squadron of Caproni and SVA machines on a long flight over Greece and Turkey, a propaganda flight for the Italian Aeronautical Industry. He then returned to civil life.

The Naval Air Service has been left under the Minister of Marine.

The Fascisti program has always insisted on an up-to-date, efficient and sufficiently large military aviation backed up by a Civil Aviation, aided, protected, controlled and encouraged by the Government. Mr. Bonardi, the Under-Secretary, already has been approached by the American Military Attache as to the present situation and his plans for the immediate future. The formation of the two Directing Offices is causing a delay in putting the proposed organization into effect. Mr. Mercanti will not accept the post of Chief of Civil Aviation

until satisfied that he is to have sufficient authority, freedom of action, and means to insure an immediate and continuous development of Civil Aviation as called for in the Fascisti program. If the question of the functions and limitations of the two Directing Offices is not satisfactorily adjusted within a week, Mussolini (who has undergone considerable flying training for obtaining the rating of airplane pilot) will take immediate and direct action to put into effect the above organization intact or modified.

NEW LABORATORY FOR SEVENTH PHOTO SECTION. ✓

The Seventh Photo Section stationed at the Fairfield Air Intermediate Depot, Fairfield, Ohio, has moved into its new laboratory quarters. The accumulated missions will be undertaken in the near future. The laboratory, with perhaps the exception of the laboratories of the Photographic Section at Chanute Field, is considered to be the best in the service, and the latest equipment has been installed.

SQUADRON NEWS

Kelly Field, San Antonio, Texas, February 10, 1923.

THIRD ATTACK GROUP.

TWENTY-SIXTH ATTACK SQUADRON:- Formations were flown every day in experimental work under the direction of General Mitchell. The development of attack aviation was the object of these maneuvers.

This organization recently received all the DH4B's assigned to the 13th Attack Squadron, which gives us a total of eight ships. These ships have all been newly painted and the squadron insignia placed thereon. Three are equipped with eight machine guns each, and all are equipped with bomb racks.

SIXTIETH SERVICE SQUADRON:- Due to our overwhelming successes in basketball, the squadron is making preparations to receive the trophy cup to be presented to the winners of the basketball league. We are so confident of winning this cup that the first sergeant has already prepared a stand for it.

The 60th Service Squadron furnished two DH4B's for the tactical maneuvers conducted under the supervision of General Mitchell. These maneuvers were carried out to determine the possibilities of the DH4B as an attack plane and consisted of attacks on imaginary cantonments, airdromes, etc., by five ships in line, columns, and Vee formations. All ships have been equipped with bomb racks, machine guns and radio.

NINETIETH ATTACK SQUADRON:- Captain Hayes, Commanding Officer, who has been sick in the Base Hospital for the past several days, is expected to be out shortly.

Our operations for the past week consisted mostly of attack formations and machine gun practise, under the direction of General Mitchell.

Since mounting the arsenals on three of our ships, we are in a position to defy all comers. Our principal batteries now consist of three eight machine gun ships with an auxilliary of six cal. 45 automatic pistols, mounted on each ship.

EIGHTH ATTACK SQUADRON:- Our planes are now equipped with the special equipment prescribed for attack and bombardment flying.

Total flying time for the week, 20 hours and 20 minutes.

TENTH SCHOOL GROUP.

On February 5th, the 22nd Photo Section secured pictures of Kelly Field covered with snow.

The Martin Bomber assigned to the 40th Squadron was used to ferry supplies to Laredo during the maneuvers of the Attack Group in the vicinity of Laredo last week.

The 43rd Squadron has assembled and now has in commission several M.B.3's.

Kelly Field, San Antonio, Texas, February 17, 1923.

THIRD ATTACK GROUP.

NINETIETH ATTACK SQUADRON:- It is with deep regret that we announce untimely death of Lieut. Frank T. Honsinger and Technical Sergeant James Kelly of this organization, which occurred on the 9th inst.

Lieut. Honsinger, with Sergeant Kelly as observer, took off in the company with four other planes from this organization to participate in the field maneuvers at Laredo, Texas, which were held under the personal direction of General Mitchell. In passing over the target for the second time, his plane got out of control and crashed nose first into the ground. The gas tank burst immediately and the plane was enveloped in flames.

Lieut. Honsinger leaves a widow, and a mother, who resides at Syracuse, New York. Lieut. Aubrey Strickland went to Laredo to accompany the body to San Antonio, where brief funeral services were held in the Shelly Undertaking parlors, attended by officers and friends. The body was then transferred to the Southern Pacific where it was shipped to Fresno, Calif. for interment. V4685, A.S.

Sergeant Kelly is survived by a widowed mother and a brother who reside at Mexia, Texas. Staff Sergeant Rudy Baros went to Laredo and accompanied the body to San Antonio, where it was met by every member of this squadron. On account of the brief stop in San Antonio, no funeral services were held. The fact that every member of this organization turned out in a body and met the remains of these two would indicate the esteem and high regard in which each was held.

Captain Hayes, our C.O., is out of the hospital and with us once more. We are glad to see the Captain out and enjoying his usual good health.

EIGHTH ATTACK SQUADRON:- On February 10th, a five-ship flight took the air to bomb and rake with machine gun fire a target on the field. This was witnessed by the Corps Area Commander and General Mitchell. When rounding the last turn in the flight, the ship flown by Lieut. Harry J. Martin was seen to spin to the ground and burst into flames. Both Lieut. Martin and Sergeant Walter S. Grodecki, the observer, were killed. The squadron deeply regrets this great loss to the organization.

Total flying time for the week was 24 hours and 15 minutes, comprising 61 flights.

THIRTEENTH ATTACK SQUADRON: Last Saturday, a formation of three G.A.X. planes from this squadron participated in a machine gun test for General Mitchell. Each plane was equipped with eight Lewis guns and passed over the target three times.

Work was resumed on the squadron transportation and it is gradually being worked into shape for the contemplated move to Laredo, Texas, on the first of next month.

TWENTY-SIXTH ATTACK SQUADRON:- This squadron furnished a flight for the tactical maneuvers to Laredo, Texas under the personal direction of General Mitchell. The take off, scheduled for 7:00 a.m., was postponed until 11:00, due to the dense fog. The Commanding Officer, Lieut. L.A. Smith led the flight, which consisted of five airplanes piloted by Lieuts. Rich, McRobinson, Duke and Clark. The flight was made without mishap and upon arrival, an hour and a half was taken up in machine gun attack and bombing.

During the machine gun practice, a ship flown by Lieut. Rich crashed from an altitude of about 60 feet. Lieut. Rich was slightly bruised and shaken but otherwise came out all right. Private Dryden, observer, was not so lucky however, sustaining painful injuries externally and internally. He was sent to the Base Hospital.

Two of the planes in our formation were equipped with radio, telephones, and bomb racks, while the other three were equipped with eight machine guns each.

Total flying time for the week was 21 hours and 55 minutes.

SIXTIETH SERVICE SQUADRON:- Due to the inclement weather, the flying of this squadron has been very limited this week.

Lieut. George H. Beverley with Tech. Sgt. Granger as passenger, made a cross-country trip to Houston, Texas, Tuesday and returned the same day. Lieut. Beverley states that the landing field at Houston is entirely under water.

Technical Sergeant Carl B. McDaniel, accompanied by Private Schneider as passenger, made a cross-country trip to Llano, Texas, Monday, returning at sundown. Sergeant McDaniel states that landing facilities are very scarce in that vicinity.

THIRD ATTACK GROUP:- The inclement weather has stopped practically all flying during the past week, giving the squadrons a chance to prepare the different data and rectify the mistakes found by General Mitchell on his recent visit and inspection. These ideas are being worked on and the group is steadily assuming the form of a real attack group, as laid down in regulations.

TENTH SCHOOL GROUP.

FORTIETH SCHOOL SQUADRON:- Lieut. D.H. Duntton and Captain McDaniel arrived Wednesday noon on the last leg of their long cross-country flight from Mitchell Field,

Long Island, New York. They were 32 hours and 15 minutes in the air, making stops at Washington, D. C., Moundsville, W. Va., Dayton, Ohio, Rantoul, Ill., Belleville, Ill., Kansas City, Mo., Tulsa, Okla., and Dallas, Texas. They had to make a forced landing at Shattuc, Ill., due to water freezing in the carburetor jets. The Martin Bomber they flew here has been assigned to this squadron and is a Curtiss NB-51 of the dual control type.

FORTY-FIRST SCHOOL SQUADRON:- Lieuts. DeFord and Peck, with Sergeants Hartley and Ray as mechanics, made a cross-country trip to Laredo, Texas, to participate in the attack problem held at that place under the direction of General Mitchell.

TWENTY-SECOND PHOTO SECTION:- Accompanying the Attack Group Friday, February 9th, two photo ships from this organization left for Laredo, Texas, for the purpose of compiling a photographic record of the maneuvers which were held on that date. Several obliques of the formations were taken on the way. Shortly after reaching Laredo the attack was made, both photographic ships flying with the attacking formation, taking photographs of the hits that were scored on a fake wagon-train which served the purpose of a target. Some very excellent views of the maneuvers were recorded and the files of this Section now contain all important data pertaining thereto.

As the inclement weather during the latter part of the week rendered aerial work impossible, the time was devoted to the installation of a new filing system, which is being adopted by this Section, and the daily routine photographic work.

Rockwell Air Intermediate Depot, Coronado, Calif. Feb. 9, 1923.

There will be no excuse in the future for the Army and Navy Journal, Money Orders from home, and other mail matters being late at this field, as Postmaster, Telegrapher, Chief Clerk and Office Grouch, A.D. Penney, has designed a new mail cabinet, which is not only a credit to him but to the entire postal system at this Depot. Mr. Penney says that under the new cabinet system the mail distribution will be faster and faster.

Captain L.M. Field, M.C. who left here last November for station at Crissy Field, Calif., has been ordered back to Rockwell Field for duty as Post Surgeon. We will be only too glad to welcome back the Captain and Mrs. Field, as their presence was always keenly felt at all our social gatherings, and Captain Field's gentle and smiling ways won the hearts of all who came in contact with him. We disliked very much to see him leave here and his many friends anticipate his return with pleasure.

Captain Wm. M. Randolph, A.S. Recruiting Officer for the San Diego District, reports recruiting good during the past month for this section. Thirty-two recruits were examined and 17 accepted for the service. As the Recruiting Officer is very careful as to the character of the men he is recruiting, it is thought that the type of men entering the service from this point are all fine specimens of American manhood, and will prove to be a credit to their country and themselves.

Major H.H. Arnold, Commanding Officer of Rockwell Field, attended the Naval Air Fleet Maneuvers off San Pedro harbor early this week, as an invited guest of the Commandant of the Naval Air Station. Major Arnold flew as a passenger from San Diego to San Pedro in one of the F5L Type ships, and expressed himself as being greatly impressed with the stability and perfect control of the big Navy type flying boat. The Major also expressed his appreciation of the officers and men attached to the flight, for the courtesies extended him, and it is plainly seen by outsiders that a stronger friendship and cooperation under the present administration is being maintained on this Island.

On Wednesday, February 7th, the officers who served in the Air Service at Ream Field, California, during the World War presented the Roosevelt Junior High School of San Diego, with an American flag in honor of Major William R. Ream, the father of the Flight Surgeons, who sacrificed his life in the line of duty at Effington, Illinois on the 24th day of August, 1918. The ceremonies opened with several Military airs played by the High School Cadet Band, followed by "breaking out" the flag which contained 144 small silk American Flags, and as the notes of the Star Spangled Banner drifted towards the Harbor of the Sun hundreds of small flags filled the air, making a very impressive sight for the school

children. Three airplanes from Rockwell Field piloted by Captain Ervin, Captain Randolph and Lieut. Smith, circled over the crowd, dropping small flags which were eagerly sought by the kiddies. Lieut. Frank W. Seifert, A.S., delivered the following presentation speech, touching on the characters of Colonel Roosevelt and Major Ream:

"Boys and girls, I have been called upon to present to this school, the Roosevelt Junior High School, a flag, the symbol of all that we cherish, and it is befitting that we, on this day touch upon the characters of Theodore Roosevelt and Major William R. Ream, in whose honor this flag is being presented. This flag is presented to you by those officers and men who served at Ream Field, as a fitting tribute to him who sacrificed his profession that he might enter the service of the United States, to aid in that fight for freedom. Major Ream was killed while making a cross-country flight in the State of Illinois, August 24, 1918. His death, however, did not take from us the memory of his kind personality and esteemed friendship. It is therefore fitting and proper that we should, on this day, in honor of Major Ream, raise this flag, which he so gallantly sacrificed himself to defend and protect, and to compare this Major, who sacrificed his life in a more tragic death, with that of Colonel Roosevelt to whom this school is dedicated. Colonel Roosevelt sacrificed his life in striving to maintain and put in force certain ideals and convictions, with which all of you children are familiar. Major Ream, however, was taken from us in an airplane accident in much the same light, except that his task was just begun. Therefore, let us so inscribe this spot that all those who shall pass and see, may pause, reflect and pay silent tribute to these two heroes of our United States of America, Theodore Roosevelt and Major Ream."

First-Class Private William E. Lufkin, A.S., reported here February 8th from Crissy Field, Calif. to complete the installation of the Radio Station at this Depot. Construction work on this station was started several months ago, but owing to the shortage of certain parts work was held up pending their arrival. Now that all material is on hand and Private Lufkin is on the job, it is hoped that this radio station will be in commission within the next few weeks and Rockwell Field will have an up-to-date receiving and sending unit.

Rockwell Air Intermediate Depot, Coronado, Calif., Feb. 16, 1923.

Captain Wm. M. Randolph, A.S., was granted a thirty-day leave of absence, for the purpose of taking Mrs. Randolph away from the coast. The Surgeon has recommended a drier climate and the Captain is planning to take her to Texas. Mrs. Randolph has been seriously ill for the past month and it is hoped by all of her friends that the change of climate will bring speedy relief to her sufferings, and we can look for a report of complete recovery in the next few weeks.

Lt. Colonel W.E. Gillmore, Air Service, Air Officer, 9th Corps Area, made a short visit to this Depot last Friday.

The Officers of Rockwell Field flew over to Los Angeles to attend a dinner given by the Association of the Armies of the United States. They were met by members of the 479th Reserve Squadron and conducted to Clover Field, Santa Monica, where an elaborate program was arranged in their honor. It is expected that they will bring back a fine report of the reception extended them, as the 479th Squadron is composed of some of the live wires of Southern California, and all members are enthusiastic boosters for Aviation.

Clark Field, Pampanga, P.I., Jan. 7, 1923.

The Non-Commissioned Officers' Club, did not overlook the opportunity offered by an all night wake to express their hearty appreciation for the support given them by officers of Clark Field in aiding the Club to establish a firm foundation upon which to build. An invitation was extended to all officers to attend the midnight ceremony of the Club. Among the many guests were

Captain G.T. Collar, Lieuts. H.A. Johnson, F.L. Cook, G.M. St. John, W.J. McKiernan, W.S. Gravely, J.H. Wilson, Air Service and several officers from Camp Stotsenburg. Every one present reported a highly successful and enjoyable evening.

Upon resumption of duty subsequent to ten days of visiting, resting and general recuperation from a year of hard work, we immediately step into a season of abnormal activity. The annual Staff Problem, which includes simulated war maneuvers over the entire island of Luzon, and which was mentioned in a previous letter, has entailed an interesting and arduous duty upon the Air Service. Everyone is on the alert ready for immediate call to arms. Sparks from the wireless announce and direct the missions to be engaged in; and three to five minutes after receipt of orders our planes have taken the air. Experience and training of inestimable value is offered to those who have not as yet encountered real war conditions. The remark, "Sherman was right" is being frequently heard.

Aerial activities for the week totalled 52 hours, 36 minutes.

We regret to announce the death of Private Charles M. Green, 28th Squadron (Bombardment) on January 4th, at the Sternberg General Hospital, Manila, P.I.

Kindley Field, Fort Mills, P.I., Dec. 16, 1922.

The weather for the last week has been ideal for flying, and as a result Capt. I.H. Edwards, Flight Commander, has had seaplanes in the air daily. Several cross-country flights were made to Paranaque Beach to transport officers to Kindley Field on inspection trips.

Capt. I.H. Edwards as pilot with Lieut. Ray L. Owens acting as Observer conducted a successful Artillery Shoot with the six inch Coast Defense guns, using two way radio communication.

A flight of two seaplanes went up the coast of Luzon to Fort Wint and Olongapo for the purpose of testing the two-way radio communication between planes and with the Air Service Station at Kindley Field. Major Benjamin G. Weir and Lieut. McKinnon were piloting and Capt. Edwards and Lieut. Owens were observing. All concerned voted it a rough trip, due to weather conditions, but the radio test was successful.

Major Benjamin G. Weir, Capt. I.H. Edwards, Lieuts. Neal Creighton, M.H. McKinnen, and L.E. McGraw from this station attended the Air Service Luncheon given at the Polo Club at Manila. All reported a very fine time at this meeting of Air Service Officers at their "Get together and Good Will meeting."

Clark Field, Pampanga, P.I., Dec. 31, 1922.

Those of us who, in our younger days, looked forward with pleasure to the first snow that announced the coming of winter, find it hard to realize that Christmas can be a reality without a blanket of snow under our feet and a sharp wind to make us appreciate the comfort of a cheerful blaze and a cozy room. In a land of perpetual summer we miss the pleasure experienced with the jingle of sleigh bells; and the thrill of a midnight trip up the river or across the lake on the gleaming ice is a vivid memory. Here, the sun shines brightly and a cool north wind makes things agreeable for all. Despite the fact that we have no snow, ice or bitter wind; Turkey, cranberry sauce, celery, etc., that appear on the Menu of the usual Christmas dinner are quite in evidence. Those who were present at the Xmas. dinner in the Field Mess Hall, will surely agree that little was left to be desired. Our Mess Sergeant (Henry Mitchel) is a Wizard in culinary art. We feel certain that he can not be surpassed in the preparation of tempting, appetizing dishes. "Three Cheers for our Mess Sergeant". It is indeed a difficult job to maintain such an excellent mess, as he is capable of, with the present allowance.

Captain A.H. Gilkeson and Captain and Mrs. L.N. Keesling, who had been visiting in the Orient, China and Japan, returned in time to help out in the New Year celebration. Captain Gilkeson gave the garrison a pleasant surprise upon returning with his bride of a few days.

1st Lieuts. John I. Moore, J.R. Drumm, J. Beveridge, Jr. with wife and child, and E.C. Batten spent the holidays at Camp John Hay, Baguio, Mt. Province. Lieut. R. Baez, Jr., enjoyed a few days rest in the Southern Islands.

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

The San Antonio Air Intermediate Depot has been abuzz during the past two weeks making final preparations for the Porto Rican Flight. The twelve officers comprising the "Seagull Battalion" were here on temporary duty, and with the ships in readiness, everyone looked forward to the "hop-off".

During their stay at the S.A.A.I.D., the officers were extensively entertained, not only by the officers of this Station, but also by the officers of the neighboring Fields.

Mrs. Dorwin Lackland and her son, Major Frank D. Lackland, Commanding Officer, San Antonio ^{Air} Intermediate Depot, Kelly Field, entertained with a charming luncheon, Tuesday, February 27th, at their quarters in Kelly Field No. 1, complimenting the twelve flyers participating in the flight to Porto Rico.

Pink carnations were featured in the decorations, while the place cards and favors were typical of the occasion. Mrs. Charles Foster, Mrs. Charles J. Browne, and Mrs. Edward Laughlin assisted the hostess.

In addition to the pilots participating in the Porto Rican flight (Captain Thomas G. Lanphier, Commanding Officer, and Lieuts. D.H. Dunton, Ivan G. Moorman, E.T. Selzer, James A. Woodruff, Guy Kirksey, C.V. Haynes, N. Longfellow, R.K. Stoner, G.C. McDonald, E.H. Nelson, and Charles B. Austin), the guests included Mrs. Thomas G. Lanphier, Mrs. E.T. Selzer, Captain Edward Laughlin, Lieut. and Mrs. Chas. E. Branshaw, Lieut. and Mrs. Lewis A. Dayton, Lieut. and Mrs. Barney M. Giles, Lieut. and Mrs. Edward M. Powers, Lieut. and Mrs. Ray G. Harris, Lieut. Myron R. Wood, Mrs. Charles B.B. Bubb, and Miss Katherine Foster.

The Officers' Club at the Depot was the scene of a very enjoyable affair, Wednesday, February 28th, when the members acted as hosts at a stag dinner party. The twelve flyers, comprising the Porto Rican Flight, were the guests of honor. A savory and appetizing Mexican dinner had been prepared for the occasion, every little detail being carried out in typical Mexican style. The menu cards were lettered in Spanish and the artistically designed place cards bore the picture of a "sea gull", the insignia of the Porto Rican Flight. After dinner the guests were entertained by various and sundry games, which proved to be a very interesting feature of the evening.

The Commanding Officer of this Depot was very much pleased to receive the following letter from the Commander of the Porto Rican Flight and his officers:

"It is desired to express to the Commanding Officer, officers and personnel of the San Antonio Air Intermediate Depot, the appreciation and thanks of the officers of the Porto Rican Flight for the many courtesies extended, and the efficient service rendered by this Station during the past two weeks.

Our brief stop with you has been made most pleasant by your constant efforts to effect that end. The planes which you built for us reflect the personal interest which you have taken in this project. And the great patience and ready acquiescence with which you have received our many suggestions in making the final adjustments, have indicated more than anything else that you desire to make this flight a success".

The old S.A.A.I.D. baseball diamond is being put into shape and some of our "golf bugs" of the Gene Sarazen type, will soon have to forsake the green for the diamond. All the warriors are getting their clubs out and soon the "sizzling" of the horsehide will be heard "zooming" thru the air when the "Babe Ruths" of the S.A.A.I.D. nine start their spring training. The officers are looking forward to a hard schedule of games for this season, due to the fact that the neighboring fields have such a large personnel from which to pick their team, and our team has a limited bunch of nine officers and two Warrant officers to pick from.

Mitchel Field, L.I., New York, February 24, 1923.

The Noncommissioned Officers' Club of Mitchel Field gave a formal house warming and Bal Masque on St. Valentine's Night, February 14th, which was attended by about ninety couples, the majority of whom were in costume. Attractive prizes were offered for the most original costumes, and were won respectively by Mrs. Gramling, wife of Technical Sergeant Charles Gramling, and Sergeant John McNally. The services of a professional dance orchestra was secured from

New York, and it added materially to the pleasure of the occasion. A buffet supper was served throughout the evening.

During the course of the evening, the Commanding Officer visited the Club and expressed himself as pleased with the progress that the Club had made in the five months of its existence, and hoped for its continuance.

The Commanding Officer gave an interesting talk to the Noncommissioned Officers at their Club on Tuesday evening, February 20th. Major Weaver dealt particularly with the future of the Air Service as judged from the present trend of events. He discussed the progress now being made in aviation and predicted that in the not distant future it would be the first line of national defense and, with the increasing importance of aircraft for offense and defense, that the personnel of the Air Service would be greatly increased with corresponding opportunities for the noncommissioned officers.

The necessity of each Air Service enlisted man qualifying in some distinctively Air Service duty, regardless of what his present qualifications were, was stressed upon in order that the individual might avail himself of these opportunities when they presented themselves. Major Weaver closed his remarks with a brief outline of the training schedule which will go into effect early in the Spring. He reminded the noncommissioned officers that all activities would be carried on under pressure and that it would be necessary for them to assume some of the responsibility in routine matters that was now borne by the commissioned officers.

The talk was particularly instructive to the younger noncommissioned officers who are apt to consider their promotion a reward for faithful service rather than an increased responsibility with the opening of a field of greater opportunity for themselves.

McCook Field, Dayton, Ohio, March 6, 1923.

Capt. Lorenzo D. Snow left this station on March 3rd to report for permanent duty in the Office of the Chief of Air Service in Washington. Captain Snow, who was in charge of the Cooling Systems Branch of the Power Plant Section, has been at McCook Field for several years, and will be greatly missed.

Major Charles J. Brown and 1st Lieut. T.L. Gilbert reported to this station March 5th. Capt. G.B. Haddock and 1st Lieut. E.D. Wallis are enroute. They will be here for a month for the purpose of obtaining instructions on armament and instruments used in connection with bombing.

Major John F. Curry, formerly Air Officer of the Hawaiian Department, reported for duty at this station on February 27th. He has been detailed as assistant to the Commanding Officer, Major E.W. McIntosh.

1st Lieut. Wm. J. Hanlon, student officer at the Engineering School, on detached service at this station from Langley Field, will be transferred upon the completion of his course of instruction to the Fairfield Air Intermediate Depot.

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, 1923.

THE NEW WIND TUNNEL AT McCOOK FIELD.

By J. C. Branham

A new wind tunnel, which will afford much more convenient aerodynamic facilities than have hitherto been available, has recently been completed and put in operation at McCook Field. The use of this method of testing rapidly increased during a few years prior to 1920, and in that year the outside contracts under this item amounted to \$30,000. In consideration of this annual outlay, and of the inconveniences resulting from having some of the tests made at distant points, it was found desirable to erect a new tunnel. Construction was begun in June, 1921, and the tunnel was completed in the summer of 1922. Since that time the plant has been in continuous operation, evaluating coefficients of aerofoils, model airplanes, etc.

The tunnel is 96 feet in length, with an airstream 5 feet in diameter, and requires the exclusive use of a standard 140 ft. Hangar. It is not a large tunnel when compared with some of those being used abroad. The size of the power plant, however, makes possible an unusual speed capacity, with a maximum of 275 miles per hour. The power plant was designed to use electric motors already on hand, so that the only outside purchase necessary was the motor generator equipment. Each of the two fans is driven in tandem by two Sprague dynamometers, which were reserved from testing equipment formerly used for Liberty engines. Economy of first cost was thus achieved together with efficiency of operation.

Wind tunnel testing deals with the air forces of support, resistance and balance. Scale models are constructed of airplanes, dirigibles, wings, etc., the weight and material of which are of minor consideration. When these are mounted in the airstream of the tunnel, air forces arise the effect of which on the model can be measured. By applying "scale corrections", which are often small, the wind tunnel characteristics of the model furnish a reliable basis upon which to predict the flight performance of the full-size airplane. The Wright Brothers were the first to apply this principle to aerodynamic research; it was a vital step in their experimentation twenty years ago, as the design which finally gave them success was one previously determined upon by means of a small model in their wind tunnel.

A delicate balance, capable of measuring forces to one ten-thousandth of a pound, is located beneath the tunnel. This balance was built by a well-known manufacturer of telescopes, the design being based on an English type. A new wire balance for use at the higher speed ranges will soon be built.

The recent test of the Barling Bomber may be cited as an example of the method using the tunnel. A 1/70 scale model, complete with the exception of propellers, was made in the pattern shop; the rudders, ailerons, elevators, etc., being movable. A series of tests was then made to determine the degree of stability, together with the lift and resistance. The rolling, pitch and yawing tendencies were measured in inch-pounds with the control surfaces in various positions. From this data it was possible to predict the proper tail setting and the probability of easy control for the full-size airplane.

Operation of the tunnel requires precise physical laboratory methods throughout. There are many possible sources of error, any one of which may affect the results. A wind tunnel may be considered as the chief "Instrument of Precision" in the designers' hands. Since the object is to reach accurate conclusions in matters of design of new ships prior to the trial flight, the smallest details assume importance. For example, the direction and velocity of the atmospheric

wind affect the readings of instruments inside the tunnel building. A similar effect is noticed, due to disturbance in air flow, when doors are opened, or when persons move about inside the building. It is for this reason that the doors are usually kept locked during a test.

A test represents about one percent or less of the total cost of a new experimental airplane. If a novel and untried design be shown by wind tunnel tests to be faulty, it is apparent that, neglecting engineering costs, 99 percent of the project cost is saved, as compared with trial by actual flight. Again, when a new design is developed and perfected in the wind tunnel, as was the case in the early Nieuport monoplanes, the value of such test may be taken as equal to the cost of one completed experimental airplane, including engineering and overhead costs.

AIR SERVICE RESERVE SHOWS SIGNS OF ACTIVITY IN OHIO.

The organization of Headquarters 306th Group (Pursuit), 416th Squadron (Pursuit), and the 83rd Division, Air Service, consisting of one Observation Squadron, one Photo Section and one Intelligence Section, all allocated to Columbus, Ohio, and vicinity, is progressing rapidly. Lieut. Langhorne W. Motley, Air Service, U.S. Army, reported on March 1st to Fort Hayes, Columbus, Ohio, for duty with the above units.

The high enthusiasm of the Columbus Aero Club continues. They are doing everything in their power to make the Air Service Reserve of Columbus and Franklin County a great success.

The Purol Company has placed a field at the disposal of the government. This field is the Fifth Corps Area Headquarters Flying Field. It is about one-half a mile square, is south of and borders on the Old National Pike, six miles east of the center of Columbus. Twenty-eight thousand dollars for construction and five thousand dollars for the field lighting system have been appropriated and already allotted for these purposes, and the contracts for the work have been let. The initial equipment will be nine Curtiss training planes and one DeHaviland service plane. Two steel hangars will be erected in the very near future.

Work on the project is in progress, and with the excellent active cooperation of the constructing quartermaster and the whole-hearted assistance of the people of Columbus, it is only a matter of a very short period before this field will become one of the best of its type in the United States.

TALES FROM THE REAR COCKPIT.

By Corporal Contact

Not all of the thrills in this here flying profession are registered by the bird in the front cockpit. In fact, it is my humble opinion that the bomber or gunner riding down in the tail surrounded by Lewis guns, several drums of ammunition, a turret mount of extra hard material, not to mention considerable "juice" contained in the radio apparatus, is the real hero of a biplane outfit.

Take, for instance, the case of Staff Sergeant Mack Bell of the 23rd Bombardment Squadron, who started out for Schofield with Lieut. Eubank. In this case the Lewis gun was supplanted by a bag of laundry which the pilot was intent on delivering to his favorite Chinaman at Schofield. On the take-off the landing gear of the D.H. was carried away, also part of the rudder, and the old bus became unmanageable at an altitude of five hundred feet. Down she dove for a nice green algaroba patch, and as the wires hummed "Lead Kindly Light" Sergeant Bell thought of his date for the afternoon at Fort and Hotel and a tear glistened in his eye. He thought of his manly features which were about to be scratched by the hungry algaroba thorns. Just before the crash a bright idea flashed through his brain: The bag of laundry! Hurrah! He placed it in front of him and buried his face in the yielding mass of mess jackets and scented handkerchiefs. Crash! Bang! Right in the top of a giant Algaroba, and then a slow fall to earth, and out jumped pilot and gunner, the pilot with a black eye and scratched cheeks. As for Sergeant Bell, he had the leg of a pyjama over his head but not a scratch marred his coat of Waikiki tan. And he kept his date that afternoon.

To go back to last year recalls the time Sergeant Smith of the Group Ordnance Office arranged for a ride with Capt. Kirkpatrick. The real reason for the hop,

Smith confided to me, was to test out his new helmet, an elaborate affair manufactured out of the skin of a goat which fell before his trusty rifle while he was vacationing at Kilauea Military Camp, and lined with two layers of Lieutenant Proctor's precious chamois.

The Captain was a newcomer at the field. The D.H. was also new. Smith climbed in, ostensibly to test a set of twin Lewis guns, but everybody knew that his mind was on the new helmet. He strapped it on and ran his fingers fondly over the smooth leather surface of his classic skull, adjusted his goggles and then told his pilot to "Carry on".

Away they went, heading right for the naval anchorage and the Kaolau range beyond. Suddenly the new plane started to behave like a rent car from Pauloa Junction carrying a load of soldiers bent on making the last boat. The motor sputtered and stuttered and the beautiful varnished wings of the bomber started to settle slowly. Smith felt apprehensive for a moment, but then he thought better that perhaps the pilot was having a little fun at his expense - as for the pilot, he thought the motor was having a lot of fun at his expense. He remembered his instructions were, in case of trouble, "to hit the water". He pulled back desperately on the stick and zoomed the last row of trees on Ford Island and then headed for the cool, green waters of Pearl Harbor.

"Gee, I wish we had a seaplane!" mused Smith as he unfastened his belt. Splash! They're down. Sergeant Smith catapulted out from the rear seat, describing a wide arc in the liquid sunshine and hitting the water with a resounding smack - right on the new helmet, which parted at it's weakest link. The Captain fished Smith out and a Navy launch picked them up and returned them to Luke Field. Smith tried to negotiate a trade of a ukelele and several propeller hubs for the service of a Navy diver who might recover his helmet for him, but I understand that the diver refused on the grounds that he must have cash or credit at the restaurant.

- Luke Field FISH TALE.

WE DENY THE ALLEGATION.

We have before us the third issue of Luke Field FISH-TALE, published by the 5th Composite Group, Air Service, at Luke Field, H.T., and we are glad to say, in the words of Dr. Coue, that it is getting better and better. We are pained to note, however, the following bouquet thrown at us, viz:

"We have broken into fruit! Perseverance has it's rewards; after six months of hoping - and contributing - Luke Field has at least been mentioned in the Air Service News Letter for the week of January 23rd, 1923. We can hardly believe that this seeming slight during the months gone before is due to professional jealousy on the part of the editors of our worthy contemporary but we will have to admit that it looks mighty suspicious."

Right here we wish to say that the Air Service NEWS LETTER plays no favorites and it's policy from the first has been to treat all contributions sent to it with utmost impartiality. The fact of the matter is that until recently we had received no contributions from Hawaii for quite an extended period of time and were in the same position as the man who had lost his laundry ticket - no checkee no washee. We had begun to suspect that the balmy climate of the Mid-Pacific Islands was closely allied with the Hookworm or sleeping sickness. Letters sent out a year or so ago from the Office of the Chief of Air Service called upon the various Air Service stations to send weekly contributions to the NEWS LETTER, and most of the fields have religiously complied with our request. If Luke Field had been sending in contributions, as would appear from the above quoted paragraph, same must have become lost in the shuffle en route.

We wish to assure our worthy contemporary that we are always glad to receive contributions from Air Service organizations, and it is our endeavor to use as much of same as our necessarily limited space will permit.

DURATION AND NON STOP FLIGHTS POSTPONED UNTIL SUMMER. ✓

Blame it on the weather man! After several attempts on the part of Lieuts. Kelly and Macready to take off from Wilbur Wright Field in their endeavor to establish a new official duration flight, McCook Field officials threw up their hands in despair and decided to wait until the good old summer time before another attempt will be made.

An official communication received from the Engineering Division, McCook Field, states that on the morning of February 9th an attempt was made to start the flight for the duration record at Wilbur Wright Field. Meteorological conditions, as reported the preceding evening, were favorable, including the proper wind direction. However, on the morning of February 9th, the wind changed nearly 180° and bad weather set in, so the attempt was abandoned.

A second attempt was made on March 2nd, when the moon, wind direction and predicted weather conditions were all favorable. The result, however, was a failure, due to the inability of the heavily loaded airplane to take off from the soft sod. As a result of the second attempt, it was decided that it was useless to make a third attempt until probably some time in May, when Wilbur Wright Field will be suitably dried out.

In consequence of the above, the attempt at the transcontinental non-stop flight will be postponed until after an attempt is made at the duration record.

AVIATION RECORDS RECOGNIZED BY THE F.A.I.
(Except those marked with an Asterisk)

<u>Type of record</u>	<u>Holder</u>	<u>Authority</u>	<u>Statistics</u>
No. 1 Duration	Boussoutrot & Drouhin	Official	34 hr. 15 min. 7 sec.
*No. 2 Duration	Kelly and Macready	Unofficial	35 hr. 18 min. 30 sec.
No. 2 Distance	Boussoutrot & Bernard	Official	1190.04 miles
*No. 2 Distance	Kelly and Macready	Unofficial	2060 "
No. 3 Altitude	John A. Macready	Official	34,509.3 feet
No. 4 Speed			
1 km. (Straightaway)	Sadi Lecoq	Official	233.01 m.p.h.
1 km. (Straightaway)	General Mitchell	Official	222.97 m.p.h.
100 km. (closed circuit)	Lt. Maughan	Official	206.31 m.p.h.
200 km. (closed circuit)	Lt. Maughan	Official	205.94 m.p.h.
500 km. (closed circuit)	Boussoutrot	Official	86.43 m.p.h.
1000 km. (closed circuit)	Boussoutrot & Bernard	Official	60.12 m.p.h.
1500 km. (closed circuit)	Boussoutrot & Bernard	Official	55.8 m.p.h.

NEW ALTITUDES ✓

Lieut. John A. Macready soared again on the evening of March 12th, according to our McCook Field Correspondent, but the flight was slightly different from the one which gained the world's altitude record.

The State Theatre of Dayton, Ohio, called "Mac" on the phone on the afternoon of March 12th and asked him to be a judge of a beauty contest, deciding which of a number of contestants looked most like Mary Pickford.

Twenty-eight lovely, synthetic Marys, with blond curls and long blue eyes looked coaxingly for his judgment when the time came. There were dimples, too, - their's, not Mac's.

He looked at each one - and Oh, you former altitudes! Slightly blinded and dizzy - it's always that way high up - he singled out four for prizes. The job was done. But it does beat all how some altitudes are so cold and forbidding and others so altogether salubrious and balmy.

Ed. Note. We never had the slightest doubt as to Lieut. Macready's courage. It required extraordinary courage to make his record-breaking altitude flight; it required courage of the highest order to attempt his duration and long-distance flights which he shared with Lieut. Kelly, realizing full well the element of risk connected with flying a plane so heavily laden as the Transport T-2 was on these two flights. But to act as a judge in a beauty contest! Well, we hereby hand him the palm.

TO ATTEMPT TO REGAIN WORLD'S SPEED RECORD. ✓

The Army Air Service will make an effort to regain the world's speed record during the latter part of this month when, by order of the Chief of Air Service, a speed test will be held at Wilbur Wright Field under the direction of the Engineering Division.

If this is a day of fast vanishing frontiers, of the accepted boundaries of science being broken and rearranged by new discoveries, of the manner of living being changed almost over night by new inventions, it is also, as far as aviation is concerned, in the words of the paraphraser, the day of limitless limitations.

When General Wm. Mitchell last October broke the World's Speed record at Selfridge Field, flying a Curtiss Racer at 222.97 miles per hour, it would naturally be supposed that the United States would have time to settle back and really appreciate wearing its laurels for a short time at least. But Sadi Lecointe, having a fancy for World's Records himself, took his Nieuport Delage and wrested our newly-earned record from us at a speed of 233.01 miles per hour. Naturally, we cannot be expected to let it rest there. Hence Lieut. Russell L. Maughan of Crissy Field, Presidio of San Francisco, Calif., and Lieut. Lester J. Maitland, of Bolling Field, D.C., are looked for at McCook Field about March 20th to fly the Curtiss racing planes and see what can be done about it.

There is a definite purpose in specifying a date before April first, for on that day the new ruling of the International Aeronautical Federation goes into effect, which changes the length of the course for speed contests from one to three kilometers. At the tremendous rates of speed now attained in these contests, accuracy of timing with the most delicate instruments is extremely difficult over the one kilometer course. No matter how great the care exercised, the element of personal error is bound to enter. With the three-kilometer course this error, of course, will not be eliminated, but the speed average of three kilometers will be less affected by it than the speed average of one kilometer. The three-kilometer course will be flown over four times, as is the ruling for the present course, twice from each direction, so that the speed of flight both with and against the wind is obtained.

Now we are anxious to insure permanent possession of the World's Record for the one-kilometer distance. Naturally, as a matter of national pride, we take pleasure in holding these records; but there is a deeper purpose in their encouragement by the Army Air Service. The vital factor in the development of the pursuit airplanes is speed. And it appears to be these sporting events that bring into greater activity all the designers' skill and ingenuity for that accomplishment. The event passes, but the new elements of construction remain for the use of the Army for peace and more especially for war purposes.

To establish a new speed record, four kilometers over and above the previous record must be made. Hence, Lieut. Maughan or Lieut. Maitland must fly at a rate of speed of at least 235.5 miles per hour in the coming test in order to surpass France's record.

The survey and marking of a 3-kilometer and one-kilometer straightaway course at Wilbur Wright Field, has been completed by a party of the detachment of Engineers from McCook Field. The course was measured twice; the second measurement differed from the first measurement by only 8/10 ft. (a little less than 1/4 meter) at the point of maximum difference. A mean of the two measurements was used to give the points at which the permanent markers were placed.

NEW PONY BLIMP ARRIVES AT SCOTT FIELD.

The days of the captive balloon appear to be numbered. Its successor is the new type of Pony Blimp, A-5, one of a group of airships to be delivered by the Goodyear Rubber Corp. to the Government within the next few months. Piloted by Major H. A. Strauss, Air Service, who commanded the Airship C-2 on its trans-continental flight last fall, and with Master Sergeant W. J. Bennett as engineer, the Blimp took off from Wilbur Wright Field, Fairfield, O., at 8:00 a.m. Saturday, March 10th, and arrived at Scott Field, Belleville, Ill., at 5:20 p.m., making an uneventful non-stop flight of 350 miles in slightly over nine hours.

The airship will remain at Scott Field for the purpose of carrying out experiments in the attempt to replace the type "R" Captive Balloon for observation purposes.

Major Strauss, who is in command of the Lighter-than-Air activities at Wilbur Wright Field, reported that the Rubber Company has a new ship of the "C" type about ready for delivery. This ship will also be stationed at Scott Field.

TROPICAL TOPICS FROM FRANCE FIELD.

We only got warmed up in our last letter in telling the (aeronautical) world that we were on the map. We shall now proceed to dwell on our activities. Right now we are in the midst of the dry season, and our ambition is going strong. The Inspector General of the Army paid us an official visit and took occasion to refer to the field as a veritable "Spotless Town". Lieut. J.M. Clark, Operations Officer, took him on an aerial journey, showing him over the Canal. Following this came a battalion review and inspection, and then an inspection of barracks. In the afternoon the General visited the pistol range, watching the performance of the France Field Pistol Club under the leadership of W.O. Harrison Billingsley, Chief Clerk, the World's Pistol Champion. The inspecting party left well pleased with what they had seen. We gave them the best we had, and that without the usual worrying and scurrying around which would have resulted had we not been pretty well up to standard.

Then came the "War" - the annual maneuvers during the latter part of February. Flying over the jungle looking for a lost battery of Field Artillery, with a 30-mile wind tossing us about, we were glad we had a safe job and that we wouldn't be called upon to hack our way through Panamanian flora dragging our fauna with us, that is, unless our Liberty conked. Once we located a small detachment in a banana clearing. The trails, however, are so overgrown that they are invisible from the air, and when the main body finally reached civilization they reported having heard airplanes overhead several times but never having seen any.

Perhaps we don't suffer from frozen eyeballs here, but we do have two exploits to talk about. First, we experimented and definitely settled upon the proper size and type of parachute with which to drop carrier pigeons to ground troops below. Our "jumps" ranged all the way from a 10-pound weight on a parachute of an airplane flare, which didn't open at all, a pigeon basket loaded with bricks on a 7-foot gunnery target chute which first caught in the rudder and later opened but did nothing but rise; and last a basket with the right amount of weight on a 5-foot gunnery target chute, which dropped at just the right speed, not too fast to hurt the pigeons or too slow to drift out of sight. The pioneers in this research work were Capt. W.E. Farthing and Tech. Sergeant Floyd Haney.

Our second exploit was night flying, in formation, through rain squalls, without any lights on the planes. Think this over! During the greater part of the maneuvers we took off long before dawn, flying over to the Pacific side and landing there just as we saw the sun rise out of the horizon.

In the enemy attack on the Zone, we went down to a glorious defeat, which is about as it should be, considering the small size of our present air forces on the Zone. Nevertheless, it is comforting to think that we met our defeat at the hands of a superior body of aircraft.

In the final phase of the maneuvers, we scored high. This was when the enemy fleet steamed past the Balboa coast defenses, effectively screening themselves with a thick smoke screen. Attacking the fleet at just the right moment, our light and heavy bombers had no trouble at all to see the battleships through the smoke, while the same screen rendered attacking aircraft almost invisible from the anti-aircraft gunners aboard ship. Consequently, when the attacking squadron led by Major Walsh swept over the fleet they suffered little (hypothetical) damage. Then came the Martins, dropping their "eggs" freely, and, we hope, with precision. Photographs were taken of this action by a plane of the 12th Photo Section hovering overhead.

During the maneuvers, observers from the Office of the Secretary of War, Lt.-Colonels Walter Krueger and A.L. Singleton, General Staff, flew in our planes to several of the outlying brigades in the field in the interior. Before his hop, Col. Krueger expressed the opinion that what we needed were plenty of fair sized smooth landing fields here and there. In landing at Chorrerra, his plane's landing gear folded up on a hummock in the field there. The Colonel, apparently, had "opined" right.

But, enough of the "War". We just wish to remind fellow-flyers coming through the canal to drop in and pay us a visit. Come out to the field and take chances on our famous 30-minute transcontinental flight, on the tarpon fishing at the Gatun Spillway or at the Colon lottery - also enjoy a duck in our famous all-year outdoor swimming pool, the Bay.

We have had five new arrivals in the past week, and our quarters are about filled up. Perhaps some of the following names are familiar to you, Major Raycroft Walsh, Commanding; Captains H.W. Flickinger, L.W. Ballentyne (Flight Surgeon), A.W. Smith (Flight Surgeon), J.R. Holt (Q.M.C.), W.E. Farthing, O.H. Quinn, H.M. Smith; Lieuts. F.P. Albrook, J.D. Barker, L.L. Beery, R. Brinn, W.S. Carter, J.M. Clark, A.L. Foster, E.E. Hildreth, C.J. Kenny, A.K. Ladd, L.M. Miller, O. Moon, H.C. Minter, K.V. Sloan, J. Upston, A.H. Watson, P. Wainer, and L.S. Webster. Lieuts. Asp, Johnson, Zane and Sullivan are expected and may be here by the time this is in print.

MAKE ROOM FOR THE SAILMOBILE!

Quite an odd sight was recently witnessed by the personnel at the Aberdeen Proving Grounds, Md., when an officer was seen standing on the rear of an automobile holding a blanket to the wind. The machine was proceeding at a moderate rate of speed and was being steered by a lady. Upon investigation it developed that the officer was Lt. Graybeal; that while returning from Aberdeen they had run out of "gas". Lieut. Graybeal, appreciating the value of a strong "tail wind", stood on the rear of the machine and held a blanket as an improvised sail, same appearing to work very satisfactorily, as with the aid of Mrs. Graybeal at the wheel they progressed at a fair speed, no hills being encountered.

NEW PURSUIT PLANES FOR SELFRIDGE FIELD.

Selfridge Field, Mt. Clemens, Mich., has recently received several of the new PW5 Fokker Monoplane Pursuit planes. These are now in operation, being given daily service tests. Their value as Pursuit ships has not yet been determined.

THE VERSATILE AIRPLANE.

As we had occasion to remark several times in the past, the airplane is not what you might term a "hot house flower". It can now be so equipped as to be able to land almost anywhere - land, water, snow, ice, on deck of ships, etc. What other mode of conveyance can put forth a claim for such versatility? The ability of the airplane to land or take off from snow covered fields was amply demonstrated recently on the occasion of General Mitchell's visit to Selfridge Field, Mt. Clemens, Mich. Upon his return to that field after inspecting several Air Service stations in Texas, the General immediately left for Camp Borden, Canada. He and Lieut. Bissell, upon arrival at the Canadian station, were forced to land in a deep snow. Due to their ability as pilots they made the landing without wrecking their planes. A telephone call came for two DH propellers, and Lieut. Meredith "hopped off" in a DH, equipped with skis, and carried two extra sets of skis and propellers for the General's ships. The three ships returned safely to Selfridge Field.

HIGH TONED PHOTOGRAPHS.

It is now possible to make photographs from any elevation. Tests last year resulted in good clear negatives from an altitude of 24,800 feet, and it is proposed to use cameras at still higher elevations this year. In the course of its experimental work, the Engineering Division of the Air Service at McCook Field, Dayton, Ohio, photographed over 5000 square miles in 1922, all of which has been put to good practical use by the Geological Survey preparing small scale maps from the negatives.

THE URGENCY OF MUNICIPAL LANDING FIELDS.

The shadow of death settled over Mitchel Field on Sunday, March 4th, when 1st Lieutenant Stanley Smith, Air Service, was killed within twenty minutes of leaving that station in a Martin Bomber for Bolling Field, and whose ultimate destination was Chanute Field. Probably no aviation accident has more forcibly demonstrated the imperative need of municipal landing fields than the one under discussion.

The Plane left Mitchel Field shortly before 11:30 a.m., with Major Follette Bradley, Air Service, piloting, Lieut. Smith, and four enlisted men who were en-route to the Air Service Mechanics School at Chautau Field, Rantoul, Ill. When over a congested district in Brooklyn, the left motor suddenly started an intense vibration and the plane immediately became enveloped in thick smoke. It is believed that this occurred when a connecting rod broke and went through the crank case, and that the smoke was caused by the released oil on the exhaust manifolds. This gave the impression to those on the ground that the plane was on fire.

Major Bradley succeeded in clearing the thickly populated district beneath him, but with only one motor going it was impossible to keep the heavily loaded ship from settling. He took the only opportunity open to him and attempted a landing in a large open lot, which he first noted as being free from pedestrians. The lot was deep with mud, as were all landing places that day, and strewn with refuse, but these difficulties would have been overcome were it not for a partly submerged water boiler which was visible only from close range.

The plane overturned, with the result that Lieut. Smith was partially pinned beneath a motor. He died in the Kings County Hospital at 4:10 p.m. without recovering consciousness. Major Bradley was enveloped in the wreckage to his shoulders and suffered broken ribs and severe lacerations and contusions. The four enlisted men escaped with bruises.

The conduct of the officers and enlisted men in the plane is to the eternal credit of the Air Service. The enlisted men were free of the plane within a few seconds of the crash, and although Major Bradley scorned assistance for himself, they freed him from the wreckage that was holding him in a viselike grip. By this time Motorcycle Policeman Albert Douglas, of the New York Police Department, arrived and rendered valuable assistance in the rescue of Lieut. Smith.

Sufficient personnel was now on hand to lift the motor from the body of Lieut. Smith. In spite of intense personal suffering, Major Bradley supervised every detail from where he lay on the ground. With great presence of mind he warned against fire from the gasoline that was flooding the ground and instructed an enlisted man to telephone Mitchel Field.

In response to numerous requests from the press, Major Weaver, C.O., Mitchel Field, issued the following statement as expressive of the feeling of the Air Service:

"The Air Service added another gold star name to its honor roll yesterday when First Lieutenant Stanley Smith, Air Service, gave up his life in a gallant and successful effort to save the lives of others. That he and Major Follette Bradley gave first thought to the safety of people on the ground and that they faced probable death with superb courage and coolness is now a matter of record.

That the enlisted men, in spite of shock and minor injuries, immediately set about the work of rescue is to the credit of the Service.

Special recognition of the services of Patrolman Albert Douglas is made. The effectiveness with which he acted probably saved the life of Major Bradley, in addition to facilitating the work of the enlisted men in releasing Lieut. Smith."

The four enlisted men have been returned to duty; Major Bradley's injuries will heal; the memory of Lieut. Smith's death remains as a grim reminder of the necessity of landing fields maintained by municipalities or the Federal Government where nature has not supplied them.

When conditions require pilots to fly over locations where they are out of gliding distance of a landing field they are depending upon the thing that the Air Service is struggling to replace with science and efficiency -- luck.

AIR SERVICE RESERVE ACTIVITIES IN CLEVELAND, OHIO.

The 414th Squadron (Pursuit), allocated to Cleveland, O., and vicinity, now has a commissioned personnel of forty-seven. Major William Frew Long, the Commanding Officer, has issued orders assigning thirty-two officers (the authorized war strength of a pursuit squadron) to the various offices and functions of the squadron. The additional officers are attached to Headquarters.

Major Long, in addition to his splendid work with his outfit, is one of the most earnest and hard working supporters of the Organized Reserve in the Cleveland district. He is one of the principals responsible for the organization of "The

Army Officers Association of Cleveland, Ohio" and of the tenth Ohio district chapter of "The Reserve Officers Association."

The Cleveland Chamber of Commerce is actively engaged in an effort to obtain a municipal flying field which, when obtained, will be available for the use of the 414th. Mr. Glenn Martin, the airplane manufacturer, is chairman of the Chamber of Commerce sub-committee handling this movement. Mr. Martin devotes considerable of his time and attention towards the success of the 414th. He believes that in spite of the fact that suitable land for a field convenient to Cleveland is very scarce and extremely high in price, a satisfactory field will be obtained before many months.

Lieut. Langhorne W. Motley, Air Service, U.S. Army, who has been assigned as Executive Officer of the 414th, was relieved from duty in Cleveland and departed for Columbus, Ohio, on February 28th, where he will be assigned to the Air Service of the Fifth Army Corps in that locality, and also to the Air Service of the 83rd Division.

ABERDEEN OFFICERS ENLIGHTENED ON BOMB RELEASE EQUIPMENT.

Mr. J.R. Moser, Aeronautical Armament Engineer, stationed at McCook Field, Dayton, Ohio, paid a brief visit to the Aberdeen Proving Grounds, Md., during which time he made a model installation of a Mark A-2 bomb rack on a DH4B, inspected and tested the H-2 rack, installed on the L.W.F. "Owl", and made a general inspection of all bomb racks at the Field. Later he gave a lecture on racks, shackles, releases, bomb hoist, etc., covering practically all equipment of the kind on the field. This lecture was attended by all Air Service officers, and numerous problems which heretofore have been puzzles were made clear by Mr. Moser. These officers feel that Mr. Moser's visit to the field will prove to be of immense value, in that he acquainted all concerned with the details of operation and maintenance of bomb racks.

A MEMORIAL TO THE WRIGHT BROTHERS.

Dayton, Ohio, the home town of the inventors of the airplane, is getting together a fund for the erection of a Wright Memorial, the proposed site of which is on the spot at Simms Station where the first plane was built. This ground is also incorporated as part of the plot presented to the United States Government by Dayton citizens for use in building a new home for the Engineering Division of the Air Service. Should Congress accept this location the memorial will probably be constructed as an artistic bit of architecture near the entrance to the Government Station.

FLYING ACTIVITIES IN HAWAII.

During the month of January the 5th Composite Group, Air Service, Luke Field, carried out 285 missions for a total of 81 hours and 36 minutes. The activities for the month consisted of bombing practice, squadron maneuvers, attack and bomb raids, offensive and defensive patrols conducted from the alert, in some cases the command patrol operating with radio and message bags. Acting on orders from Department Headquarters, the Group greeted the visiting Rotarians aboard the S.S.H.F. "Alexander" with a flight of three planes from each squadron. In spite of the low clouds and rain, they were able to pick up the liner about 15 miles off Diamond Head, and after entertaining the visitors with formation maneuvering for half an hour returned to the Airdrome. A farewell formation was flown over the U.S.A.T. "Cambrai", which sailed on January 22nd with Major Curry, former Department Air Officer, and Lieuts. Foster and Rice from Luke Field.

SOME FAST TRAVELING.

Army Air Service pilots from Selfridge Field, Mt. Clemens, Mich., set up a new speed record traveling between that station and Dayton, Ohio, one pilot just falling short of a 3 mile per minute mark. This high speed record was obtained on the occasion of a cross-country flight on March 8th of a formation of five PW-5 pursuit ships, led by Major Spatz, from Selfridge Field to Fairfield, Ohio.

Lieut. E.C. Whitehead accompanied the formation in an MB3Am equipped with a detachable gas tank. All ships successfully landed at Fairfield about noon, and departed at two thirty. The MB3A made the return trip about 206 miles, in one hour and ten minutes (2.94 m. p. h.) and the Fokkers in about an hour and twenty minutes (2.575 m. p. h.).

PROGRESS OF THE PORTO RICAN FLIGHT.

The following report has been received from the San Antonio Air Intermediate Depot on the start of the Porto Rican flight:

At eight o'clock the morning of March 3rd, Capt. Thomas G. Lamphier, Commander of the Porto Rican Flight, jammed the throttle of "Man O' War" forward and left the ground after a run of approximately 100 yards. Exactly one and one-half minutes later, Lieut. Selzer lifted his heavily loaded photo ship from the ground and it was up to the pilots from then on. The officers and mechanics of the S.A.A.I.D. had nursed and petted the six DH's along and knew the ships were "right".

We were glad to see these twelve young men go. Glad only because they wanted to go. They wanted to go because they had a mission to accomplish. They were carefully picked, and it is certain that the only chance for failure would be due to some hidden mechanical fault of the motor that did not show up by the minute and thorough inspection to which they were subjected. If ever the Chief sees fit to send twelve officers to this station for duty, we hope the twelve just left will be the chosen ones.

A great many visitors from the city were out to witness the take-off. About fifteen minutes before the warriors left us, planes singly and in formation began to arrive from Brooks and Kelly Field No. 2. Very soon the air was swarming with planes of all types. Even three of the "Flying Blacksmith Shops", or GAX's, put on a formation and wished the boys "Bon Voyage". Some "Flying Aviator" in an MB3 demonstrated why it is necessary that we buy flowers so often. He had the little kite in every conceivable position, and at times it seemed that the struts had the only supporting surfaces.

Lieut. Colonel C.C. Culver, Air Officer, representing the 8th Corps Area, and Capt. Barghlin and Lieut. Wood, representing the S.A.A.I.D., escorted the flight to a point about fifty miles east of San Antonio, then waved their wings in farewell and returned to their respective stations.

In our last issue of the NEWS LETTER we quoted the official reports covering the progress of the flight as far as Montgomery, Alabama. There are quoted below official reports received from Captain Lamphier, giving the details covering the flights from Montgomery to Jacksonville, Fla., to Miami, Fla.:

1. "Pablo Beach, Fla., March 7, 1923
The Porto Rican Flight made the hop from Maxwell Field to Pablo Beach this date. The ground distance covered was 340 miles; the flying time was three and a half hours. Plane No. 6, Lieut. Selzer, pilot, and Lieut. Kirksey, Photo Officer, passenger, landed just short of the beach, in the edge of the water and nosed over. The motor was driven back and the plane put out of commission.

2. The start from Montgomery was scheduled for twelve o'clock noon in order to arrive at Jacksonville at low tide. The motors were started at 11:45 and the first plane took off at 11:55 central standard time. The trip was uneventful. There was a strong wind from the starboard quarter and a ground speed greater than 100 miles per hour was maintained. The flight flew at an average altitude of 3,000 feet. Landing was made at Pablo Beach at 4:25 Eastern standard time. Major-General Mason M. Patrick, Chief of Air Service, was present to greet the personnel of the flight.

3. A standard DH-4B has been made available by General Patrick, and the flight will be continued with six planes. The take-off for Miami will be made at 8 a.m. tomorrow."

"Galynn Hotel, Miami, March 8, 1923.
The flight left Jacksonville, Florida, at 8:15 a.m. The ship that Lieut. Selzer wrecked (No. 6) was replaced by the plane in which General Patrick was to accompany the flight to Miami. This plane is a Standard DH with an 80-gallon gasoline tank.

Lieut. McDonald replaced Lieut. Selzer as pilot for this plane. Lieut. Kirksey remained as passenger and Photograph Officer of the flight. Fortunately there is a turret mount on the rear cockpit of this plane, and it serves very

well as a photographic ship.

This new plane took off in advance of the remaining five planes which followed it in formation. Arrangements were made for Lieut. McDonald to land at Daytona for gas, and then continue on to Miami, while the remaining planes were to make the flight straight through.

Lieut. McDonald experienced difficulty soon after leaving Pablo Beach and turned back, but his trouble cleared up and he did not land but came on to Daytona where he landed about 9:15 a.m. At Daytona he experienced some difficulty in obtaining gas and was delayed three hours at this point. During the remainder of the trip he had considerable difficulty with the motor in his plane, and was once forced to land in a golf links about twelve miles north of Palm Beach, in order to avoid a very severe storm.

The flight reached Miami at 11:45 and landed without mishap. Lieut. McDonald reached Miami at 6:45 p.m.

We are now giving the motor in this new ship a thorough overhauling, changing the hose connections, and inspecting every part of the motor in order to ascertain whether or not it is fit to continue the flight. I will know by this evening whether or not we can put it in condition to use for the remainder of the flight and will make that decision at that time.

It will be necessary to work all day tomorrow on this plane, therefore our plans are at present to take off for Hanava Saturday morning, because it will be necessary after we decide when we will be able to get the new plane in condition, to notify, according to instructions received from your office, various people at least twenty-four hours before leaving Miami. All the other planes and all pilots are in excellent condition.

T.G. Lanphier, Commanding."

At this writing the flight has already reached Porto Rico and is making ready for the return flight to the United States.

PHOTOGRAPHING WATERWAY FACILITIES IN TEXAS.

Two planes from the 22nd Photographic Section at Kelly Field, Texas, left during the latter part of February on a photographic mission for the purpose of photographing harbors and waterway facilities at Houston, Galveston, Texas City, Beaumont, Port Arthur, Sabine and Orange, Texas. The day after the flight arrived at Ellington Field the weather started to take a turn for the worst, and for one week it was extremely hazy and cloudy, with rain almost every day.

On the afternoon of the fourth day it cleared sufficiently so that one attempt was made to photograph Texas City, Houston and Galveston, but a heavy haze, about 300 or 400 feet in depth, prevented any satisfactory results being obtained. This was the only chance the flight had to make any photographs, and as the weather reports for the days that were to come predicted the same sort of weather for an indefinite period, it was decided to come home and make the attempt another time.

Very poor weather conditions prevailed on the trip home, with a ceiling between four and six hundred feet.

RADIO POPULAR IN THE PHILIPPINES.

Camp Nichols, Rizal, P. I., and the Army Air Service received quite a bit of prominence of late due to the radio concerts which have been broadcasted from the Camp Nichols Radio Station. Acting in conjunction with the Chamber of Commerce of Manila and the Manila "Bulletin", one of the American daily newspapers, the first broadcasting done proved to be such an instantaneous success that it was arranged to broadcast three evenings a week for an hour at a time. Music, cable news, local news items and weather reports are given out. For the past three months this broadcasting has been done on Monday, Wednesday and Friday evenings, and the Air Service has received many commendatory letters and messages.

AIR SERVICE OPERATES ITS OWN FREIGHT AND PASSENGER SERVICE.

The Army Air Service does not have to rely on the railroads to transport its personnel and supplies. Aside from effecting considerable economy in transportation charges, the saving in time incident to using the fastest mode of transportation of the present day - the airplane - contributes not a little to the efficient operation of this branch of the military service. Very frequently, whenever it is found necessary to transfer officers and enlisted men from one station to another, some of them as far distant as 800 miles, the airplane furnishes an economical and rapid means of transportation. By using a Martin Bomber it is possible to transport five or six men at one time. A considerable number of enlisted men at the various Air Service fields who are detailed to take the course of instruction at the Air Service Technical School, Chanute Field, Rantoul, Ill., for training as mechanics, make the journey via the air route.

Some months ago, when the Air Service troops at Ellington Field, Houston, Texas, were transferred to Selfridge Field, Mt. Clemens, Mich., a distance of 1,600 miles, practically all of the personnel traveled to their new station by airplane. The entire cost of the journey by air was estimated at a sum \$6,448 less than it would have cost the government had the movement been made by rail.

The Air Service, however, does not confine its transportation operations to passengers alone. A report recently received by the Chief of Air Service from the Commanding Officer of the Middletown, Pa. Air Intermediate Depot, states that in less than three months, beginning Jan. 1, 1923, and during a period of bad weather, 12,000 pounds of freight have been moved by air from that depot to various other Air Service fields. These shipments consisted of spare parts for airplanes and engines, aviator's clothing, and miscellaneous stores. Of this volume of freight, 1500 pounds were transported in DH4B airplanes, 4300 pounds in Martin Bombers and 6200 pounds in Handley-Page machines.

While statistics are not at hand showing what the other Air Service depots have accomplished in the way of transporting supplies by airplane, the activity of the Middletown Depot in this regard furnishes ample evidence as to what the Army Air Service is doing with reference to freighting its own supplies, and this in military planes which are not built for freight-carrying.

Unlike England, France, the Netherlands, and other foreign countries, the transportation of freight in commercial airplanes has not yet come into general practice in the United States. It would seem that, using commercial planes of suitable types, the transportation of freight via the aerial route presents unlimited commercial possibilities.

NOTES FROM AIR SERVICE FIELDS.

Aberdeen Proving Grounds, Md., March 6, 1923.

Usual bombing activities are being carried on, regardless of weather conditions, except that due to a very soft field all flying had to be suspended for two days. It was possible to take-off and land on the field, without difficulty, but the heavy bombers made deep impressions, which when dry would make the field very rough.

Major Browne, Captain Haddock, and Lieuts. Willis and Gilbert, who were at the field for about a month receiving instruction as to bombing and operation of a Dual-Engined Bombardment Squadron, left for McCook Field, where they will pursue a course of instruction prior to their return to their regular stations for duty as instructors.

On March 2nd, Captain Hough went as a passenger on the airship C-14 to Lakehurst, N.J. and return, and stated that he enjoyed the trip immensely. The C-ship was piloted by Captain Kepner.

Lieuts. Melville, George, and Graybeal recently ferried three DH4B's in from Fairfield, all arriving in good condition and without mishap.

Fire burned over practically all of the Bombing Field about two weeks ago. It is thought that same was started by the dropping of bombs on the field. Several houses which were used as targets were destroyed.

The Post Exchange is the proud possessor of a new Dodge truck and it can now be seen sporting around the Post at most any hour. Heretofore our orders had to be in on time.

Major Pirie appears now to have entirely recuperated from his attack of the "Flu" and recently returned to duty.

Lieuts. George and Bleakley have also had mild cases of the "Flu" but are now back on duty.

Lieut. Phillips is due to return shortly from his leave in Havana.

A few candidates for the Squadron baseball team have started "Spring" training. Lieut. Bond, the athletic officer, has started laying out a diamond at the Aviation Field.

Several new bomb sights of the Army and Navy types have been received and installed for test. These appear to be a great improvement over the old type and it is hoped to have much more accurate bombing as soon as bombers can acquaint themselves with these types.

One new NBS-1 has been equipped for camera obscura work and will shortly be put on routine work. Being much more adaptable to the work, it is expected that better camera results will be obtained.

Upon the installation of a radio station at the Aviation Field very shortly, it is expected to have more accurate reports on the weather conditions and planes flying the airways. All Martin Bombers will be equipped with radio.

A map is being installed in the Operations Office on which it is proposed to keep an accurate record of weather forecasts between the various fields within a radius of a thousand miles.

Dances conducted by the Athletic Committee of the Squadron have proven very successful, all being well attended.

Fishing season will soon be at hand and it is understood that several officers, including the Post Exchange Officer, are having special carriers built on the rear of their machines for carrying fish. - "Poor boys who eat in the Post Exchange -- Fish -- Fish -- Fish" -- "Perhaps" ----.

Rockwell Air Intermediate Depot, Coronado, Calif., March 2, 1923.

Major H.H. Arnold, Commanding Officer, Rockwell Field, won the 1st Flight Winter Season Coronado Country Club Amateur Golf Championship, 8 up, 7 to go, having eliminated all competitors in four days' play. The Major is an enthusiastic golf player and his many friends are congratulating him on his victory, as he won over a large field of entries.

Lieut. Earle Tonkin, from March Field, Riverside, Calif., visited the Depot to confer with Captain Ervin regarding property stored at that Field.

Warrant officer John W. Corcoran, who recently reported for duty, has been assigned to the Engineering Division at this Depot. He had just arrived in the

United States on the Transport "Thomas" from Manila, P.I., having completed his two years of foreign service. Mr. Corcoran is classed among the best of the old-time Aviation Mechanics, and during the World War held the rank of Captain, Air Service, performing the duties of Engineer Officer overseas in a very creditable manner. His many friends in San Diego all welcome him back to Rockwell Field, where, in the early days of the Air Service, he worked hard to help put the Aviation Section of the Signal Corps on its feet.

Major T. C. Macaulay and Captain H. A. Erickson, Air Service Reservists, who were called into active service for the purpose of conducting a search by automobile over the supposed route of the DeHaviland Airplane piloted by Lieut. C.L. Webber, A.S. with Colonel Marshall, Chief of Cavalry, as a passenger, have been ordered back on the inactive status, the search for these two lost airmen having been abandoned.

Upon receipt of advice that Memorial Services would be held at Washington Barracks at 4:30 p.m., February 28, 1923, in memory of Colonel Marshall, Cavalry, and Lieut. C.L. Webber, Air Service, the Commanding Officer issued a tribute to Col. Marshall and Lieut. Webber in the form of a memorandum, a copy of which was delivered to each employee at this Field, and a period of two minutes, from 1:30 to 1:32 p.m. (Pacific Time) (4:30 to 4:32 p.m. Washington Time) was set aside and all work in the various departments ceased so that every officer, enlisted man and civilian employee might stand and pay silent tribute to our departed comrade. A beautiful wreath of shasta daisies was placed upon Lieut. Webber's desk in the Engineering Office and his chair was draped with black crepe during the afternoon of February 28th, and was silently viewed by the many employees, who all considered Lieut. Webber as one of their dearest friends. A copy of Major Arnold's tribute to Colonel Marshall and Lieut. Webber is incorporated in this News Letter. This is believed to be the last chapter of one of the greatest mysteries of the Air Service:

"MEMORANDUM)

) Tribute to Colonel Marshall and Lieutenant Webber.

No. 12)

1. On December 7, 1922, Colonel F.C. Marshall, U.S. Cavalry, and Lieutenant C.L. Webber, Air Service, departed by airplane for Tucson, Arizona. Colonel Marshall's assignment to duty was in the office of the Chief of Cavalry, War Department, Washington, D.C. and he was, on that date, making an inspection tour of Cavalry posts. Lieutenant Webber was so well known and beloved by members of this Command that it is unnecessary to go into detail concerning his duties.

2. Both of these officers left this Field in order to carry out duties they had been ordered to perform. Lieutenant Webber had volunteered for this flight, which was known to be a long and hard trip, and particularly dangerous in case of any trouble. So far as known at this time, neither of these officers have been seen alive since that date. Their whereabouts are unknown, and taking into consideration the time which has elapsed since their departure and their last being seen, it must be believed that they were both killed while on this flight and have passed to the Great Beyond.

3. At 4:30 p.m., this date, in Washington, D.C., a Memorial Service will be held in their honor. It is, accordingly, most fitting and proper that at the same hour all duties at this Field be suspended for a short period, that the members of this Command may pay silent tribute to these two officers who met their death while engaged in carrying out the duties requisite with their position as Officers of the United States Army.

4. Accordingly, it is desired that when a blast from the siren is blown at 1:30 P.M., this date, all work at this Depot be suspended for a period of two minutes, and that all of the officers, enlisted men and civilian employees stand and pay a silent tribute to our departed comrades. At the end of the two-minute period another blast from the siren will be blown and work continued.

BY ORDER OF THE COMMANDING OFFICER:

V. Hine,
Adjutant."

Major John C. Walker, Jr., Infantry, instructor, Illinois National Guard, with Headquarters at 230 East Ohio St., Chicago, Illinois, was a recent visitor at this Post. Major Walker was a student flyer here during the early days of aviation at North Island.

Kelly Field, San Antonio, Texas, March 3, 1923.

THIRD ATTACK GROUP.

The operations of the group have been hindered by rains and inclement weather the past week, giving the different departments considerable time to perfect the reorganization of flights and personnel, as directed by the Chief of Air Service in a recent letter.

The Group is rapidly placing itself into readiness for field duty on short notice and when this is completed, should represent one of the most formidable fighting units possible for the Army to send into the field.

EIGHTH ATTACK SQUADRON: Squadron activities have been rather quiet for the week, our operations being confined to test flights, two formations, and one cross-country flight.

A rebuilt plane was recently received from the S.A.A.I.D. and placed in use immediately, slightly relieving the very low quota of available ships.

The assigned observers of this organization are receiving instructions and practice in aerial gunnery and bombardment work. Two men are attending the gunnery school.

The total flying time for the past week was 9 hours and 45 minutes in 11 flights.

THIRTEENTH ATTACK SQUADRON: A great amount of energy is being displayed by the personnel of the Squadron in preparation for the proposed maneuvers. Transportation equipment is practically complete, and with the addition of the necessary personnel to bring the Squadron up to authorized strength, the organization is ready to take the field.

Incidental to the training program for the Group, the GAX's assigned to this squadron are receiving a maximum of handling. Advantage is being taken of this opportunity to test the possibilities of this type of ship.

TWENTY-SIXTH ATTACK SQUADRON: Lieut. Lotha A. Smith, Commanding Officer, made a cross-country trip to Del Rio, Texas, for the purpose of inspecting the Border Airdrome located at that place and commanded by this organization.

Sergeant Robert C. Ashley made a cross-country trip to Del Rio, Texas, for the purpose of transporting thereto Technical Sergeant Charles E. Magoun, to relieve Master Sergeant Frederick Jansen, who served as caretaker of the Airdrome for the past year. Sergeant Jansen will be retired shortly and is returning to Kelly Field for that purpose.

SIXTIETH SERVICE SQUADRON: Due to inclement weather, the flying time of this organization for the past week was only three hours.

Work is now in progress on the lawns around the hangars. Short posts have been set at intervals of about twelve feet and connected with a cable pulled tight, thus affording protection for the tender spring grass which is soon to appear. Also, the boys are repairing the lawn mowers to be in readiness for the annual period of exercise.

NINTIETH ATTACK SQUADRON: Since the sun has started shining more regularly, our aerial activities have been resumed and we are now engaged in the program of training as outlined by the Chief of Air Service.

Field telephones have been installed on the hangars and we have our inter-communication system in working order, simulating field conditions as much as possible.

Our organization chart is a model for all the other organizations to copy from. It shows the status of every officer and enlisted man, from the commanding officer down to the planes and men assigned to each. We have divided the activities in three flights, assigning men to flights "A", "B", and "C". There is no deviation from the table of organization, and all non-commissioned officers

and specialist ratings called for are being filled by men who hold these ratings and not by proxy.

TENTH SCHOOL GROUP.

First Lieut. Earl H. DeFord was ordered to Washington for duty in the Judge Advocate General's Office. Lieut. DeFord has been in command of the Forty-First Squadron, which has been designated to carry out attack training maneuvers for the classes at the Air Service Advanced Flying School. Lieut. Walter R. Peck is now in command.

Two DH4B's of the Forty Second Squadron are equipped with radiophone sets, and tests are being carried on daily to determine the best installation.

The job of assembling the 20 MB3A's assigned to the Forty-Third Squadron has been nearly completed, and all flying in this Squadron has been confined to the testing of these new ships.

Camp Nichols, Rizal, P.I., January 6, 1923.

Mrs. T. J. Hanley, wife of Captain Hanley, of Camp Nichols, and her house guest, Miss Dorothy Campbell of Washington, D.C., returned during the Christmas holidays from an extended trip thru China. They brought a wonderful collection of Chinese articles and curios which have been the admiration of all who have seen them.

There has been a general suspension of work in the Islands during the Christmas holidays, a number of the officers have taken advantage of the same to go to Baguio for ten days. Lieuts. Aldrin, Nutt, Glascock, McReynolds, White, and Bettis were among those who motored to the mountain resort to enjoy a short period of detached service. Lieut. and Mrs. L.C. Hurd returned from twenty days detached service at Baguio.

Orders have been received organizing a provisional flight company "B" of the 2nd Squadron at Camp Nichols. In addition to Captain Lafferty, who assumed command of the new flight company, other officers assigned for duty include Lieuts. Palmer, Aldrin, White and Taylor.

Captain and Mrs. Lafferty held open house on Christmas morning for the Officers and their wives. Captain and Mrs. Hanley entertained the Officers and their wives on New Year's morning in the old fashioned way, numerous Navy friends also called. New Year's was the occasion for a big celebration at the Army and Navy Club, one hundred and one guns were fired to celebrate the birth of 1923. It was a joyous celebration, done with spirit in the old fashioned way.

Lieut. and Mrs. Weddington have taken a house in Pasay, a short distance from Camp Nichols. Captain G.T. Collar, Air Service, from Clark Field, was the house guest of Captain and Mrs. F.I. Eglin over the holidays. Lieut. and Mrs. W.R. Taylor and Lieut. and Mrs. J.R. York held open house on New Year's Day for their numerous Army and Navy friends.

Clark Field, Pampanga, P.I., Jan. 15, 1923.

Two of our flights, "E" and "I", having been moved to Camp Nichols for work in connection with the Staff Problem, have not returned to the home field as yet. Captain G.T. Collar is in command of Flight "I" and 1st Lieut. John I. Moore commands Flight "E". Both flights have seen strenuous duty in bombing, machine gunnery, photographic work and aerial reconnaissance.

The Transport scheduled to sail from Manila January 16th will take three of our popular and efficient non-commissioned officers to the United States. Staff Sergeant F.L. Daughtery and P. Fomatow will be discharged and Sergeant A.J. Kuzmak will be reassigned upon reaching Fort McDowell.

Clark Field will be well represented during the Military Tournament to be held at Fort McKinley this year. Orders have been received for the transportation of one officer and six soldiers to McKinley. There has been a marked increase of interest in athletics on the part of both officers and men, and those to participate in the annual events have expressed confidence in their ability to carry off numerous prizes. We wish it were possible for all of us to be present with our moral support; as it happens though, we can only anxiously await the results.

Aerial activities for the week totalled 109 hours flying time for the personnel of this station.

Selfridge Field, Mt. Clemens, Mich, March 13, 1923.

Two Loening monoplanes have been received from McCook Field. These planes have not yet been given tests at this field, but from the general condition after a cross-country flight from McCook Field they do not promise to be very valuable as Pursuiters.

Lieut. Blackburn has been called to his home in Arkansas on account of the illness of his mother.

The Group held a very successful dance at the Officers' Club on March 3rd and we were glad to have with us Lieut. Cummings from Langley Field, and Lieuts. Boyd, Reid, and Stace from McCook Field. Several airmen from the Border Cities' Aero Club, Windsor, Canada, were present.

Major Wm. E. Hall, who has been with us since the Pulitzer Races as Post Surgeon, has been transferred to Camp Sheridan, Ill. We regret that he is leaving.

Lieut. J. Thad Johnson, who reported from Hawaii, has been assigned to duty with the 95th Squadron.

Lieut. Leland C. Hurd, who reported from the Philippines, has been assigned to duty with the 27th Squadron.

The Selfridge Field basket ball and pugilistic teams, having won the district championship by defeating Fort Wayne, have gone to Fort Sheridan to compete for the Corps Area championship. A-No. 1 teams have been developed during the season in all athletic contests and we expect the Corps Area championship trophies to find a home at Selfridge Field.

During the winter months airplane heaters have been used in addition to the large heaters in the hangars. Considerable difficulty has been encountered with these heaters, culminating in an explosion of one of them, setting fire to an MB3A in one of the hangars. This ship was damaged beyond repair, but prompt action on the part of the post fire department and the hangar crew in extinguishing the fire and moving the ships out of the hangar prevented further damage.

Tactical formations of MB3A's have been conducting maneuvers over Pontiac, Mich. for the purpose of stimulating recruiting. This work is attracting considerable attention among the citizens of Pontiac and is receiving favorable newspaper criticism.

San Antonio Air Intermediate Depot, Kelly Field, March 10, 1923.

The Flight Surgeon has seen fit to bring the Officers of the A.I.D. to the most desired weight. Some are a few pounds over and some under. The Commanding Officer decided that the officers need exercise in addition to the golf games participated in. Boxing was chosen as the best form of exercise for developing wind and body. It is certain that noses, eyes, and facial expressions, as well as "landing gears" will bear honestly earned marks of conflict after the padded gloves have been cranked up.

The San Antonio Air Intermediate Baseball Team was organized for this season, and expects to maintain its excellent record set the year before when they cantered away with 21 out of 26 games played. About twenty men showed up for the squad, and the interest and "pep" displayed by the horse-hide clouters shows that they mean business. Lieut. Barney M. Giles, A.S., who so ably piloted the team last year, was unanimously chosen as manager; E.W. Hailey as Assistant Manager; C.O. Wetherell, Field Captain; T.L. McClanahan, Secretary and Statistician, and J.W. Downey in Charge of Baseball Equipment.

In view of the able support given the nine by Major Frank D. Lackland, Commanding Officer, and Lieut. Lewis A. Dayton, Athletic Officer, the team feels it is just naturally bound to make a hum-dinger of a showing, and expects to surpass last season's record. The first practice session is slated for March 13th, and with grounds in up-to-date style the limbering-up process will soon be in full sway. At the first meeting of the team it was decided to offer a trophy to the leading hitter, base-stealer, fielder and pitcher, providing the first three mentioned played in at least half of the games and the pitchers in one-third of the contests.

In no less a manner is the Officers' Team of the S.A.A.I.D. making efforts to put out a real baseball outfit, as they did last year, when they gave some of the other Air Service organizations a severe drubbing, and sometimes were drubbed themselves. This year's material is about the least any team could hope to pick from, as only eight officers are on duty at this Station and two Warrant officers. To put out a winner on such a small personnel to pick from, would be almost a miracle. However, there seems to be several magicians on this team and the unexpected may happen. While the Officers of this Depot did not carry off the highest laurels last season, they surely handed some of their friendly rivals a good drubbing. A few of the players may not be of the Hans Wagner, Frankie Frisch or other types of fielding fiends, but they sure do wallop the old "union" to all corners of the lot, and it was through this medium that most games were won. It's almost a cinch that the S.A.A.I.D. officers won't have to pay for the "kegs of Bevo", as much as they did last season, for it is expected that a couple of dark horses from new personnel acquired in the past six months will be "uncovered", and they might come thru like "Spark Plug" with a win at the right time.

The personnel of the team will include: Major Frank D. Lackland, Commanding Officer, Captain Edward Laughlin, First Lieuts. Chas. E. Branshaw, Lewis A. Dayton, Barney M. Giles, Edward M. Powers, Myron R. Wood, Ivan G. Moorman and Warrant Officers Albert Bloom and Charles Chester.

Scott Field, Belleville, Ill., March 15, 1923.

With the departure from the post of Colonel C.G. Hall, Major John A. Paegelow, A.S., who has been Executive Officer at Scott Field since June, 1922, assumed command.

Captain L.F. Stone lectured to the Officers of Jefferson Barracks, Mo., on the subject of the bombing of battleships by airplanes off the Virginia Capes in 1921.

Lieuts. Dache M. Reeves and A.G. McKinley left this post for Chanute Field to pursue a three months' course at the Air Service Photographic School.

Lieut. C.P. Clark, in addition to his duties as Assistant Commandant of the Balloon and Airship School, has been selected to replace Lieut. H.H. Holland as Post Engineering Officer.

Colonel A.G. Fisher, former commandant of the Airship School at Langley Field, stopped over at Scott Field on his way to Washington and made an inspection of the aviation field. He then took a short flight in a DH4B airplane. Col. Fisher will join Col. Hall and party to go to Lakehurst, N.J.

The post Basketball team left Sunday for Fort Sheridan to represent the second district of the Sixth Corps Area in the Corps Area Athletic Meet, scheduled to open March 12th. In addition to the seven men on the Basketball squad, Sergeant J.J. Adams went along as contender for the middle heavyweight boxing championship of the Sixth Corps Area. The men were in charge of Capt. J.L. Fritsche, D.C., coach of the Basketball team, and Lieut. Philip Schneeberger, Post Athletic Officer.

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 17, 1923

THE SUCCESSFUL TERMINATION OF THE PORTO RICAN FLIGHT

One of the most remarkable pioneer flights in the history of American aviation has been successfully accomplished by the twelve Army Air Service pilots, who started on March 3rd last in six DeHaviland planes from Kelly Field, Texas, on a trip over land and sea to San Juan, Porto Rico, and landed at Bolling Field, Anacostia, D.C., exactly one month later. The landing of these six planes at the local field at noon on Tuesday, April 3rd, officially terminated the flight and served to add another brilliant achievement to the many already to the credit of the Army Air Service.

Approximately 6,000 miles were covered, and three foreign countries were visited between the United States and the Island of Porto Rico, viz: Cuba, Haiti, and San Domingo. Only one accident of any consequence marred an otherwise smooth journey, this being the wreck of an airplane piloted by Lieut. Selzer, who miscalculated the height of the tide just before landing at Pablo Beach, Jacksonville, Fla., and landed his machine at the edge of the surf, causing it to overturn. The plane in which General Patrick, Chief of Air Service, was supposed to fly to accompany the fliers from Jacksonville to Miami was made available for Lieut. Selzer's use. The substitution of this plane, however, tended to delay the flight a trifle by reason of the fact that it only had a gasoline tank of 80-gallon capacity, whereas the plane he as well as the rest of the pilots started with had a 135-gallon capacity tank, this resulting in the substituted plane being forced to make several extra landings to replenish the fuel supply. On the whole, the Army fliers encountered excellent weather conditions during their flight, which was calculated to extend over a period of six weeks. This aerial jaunt, however, was completed within a month.

The Porto Rican flight demonstrated the ease with which aerial communications may be established with the Insular possessions of our country, such as Porto Rico. In addition to considerable valuable data obtained relative to the terrain and meteorological conditions of the regions passed over - a stretch of mother earth possessing all kinds of terrain, ranging from flat swampy grounds to high mountains and then over the white-capped billows of the ocean - this first organized Air Service flight with land machines over water served to add another testimonial to the existing many of the wonderful reliability of the Liberty engine.

At eleven o'clock on Tuesday, April 3rd, a formation of five DH planes from Bolling Field took off to meet the Porto Rican fliers on their journey up from Langley Field. These planes were piloted by Lieuts. Wilkins, Smith, Burgess, Bogart and Carpenter. Capt. St. Clair Streett piloted General Patrick on this flight, and General Mitchell carried Lt.-Col. Fechet as his passenger. These planes picked up the squadron of six planes at Fort Washington, Md. and escorted them to Bolling Field. The Secretary of War and a host of other Army officials and civilians were present at the field to greet the successful aerial tourists. Aerial visitors at the field on this occasion were three Martin Bombers from Aberdeen Proving Grounds, Md. and three DH planes from the 50th Squadron at Langley Field.

Plane No. 1, carrying Captain Thomas G. Lanphier, commanding officer of the flight, and Lieut. Ivan G. Moorman, taxied up to the line and came to a halt a few minutes before 12, thus officially concluding the epoch-making flight. These pilots were followed in order by Plane No. 2, Lieuts. C.B. Austin and Newton Longfellow; Plane No. 3, Lieuts. C.V. Haynes and James A. Woodruff; Plane No. 4, Lieuts. G.C. McDonald and R.K. Stoner; Plane No. 5, Lieuts. Erik H. Nelson and D.H. Dunton, and Plane No. 6, the photographic ship of the expedition, Lieuts. Guy Kirksey and E.T. Selzer.

The officers then were called together by Capt. Lanphier and they walked over to the Operations Office, where Secretary Weeks, Assistant Secretary of War Davis, Generals Patrick and Mitchell and several foreign attaches formally welcomed the twelve officers home.

"You have been making history," said Secretary Weeks, in welcoming the fliers. "Fifty years from now, when somebody writes a history of the Air Service, what you did will be most prominently mentioned." Likening the flight to the expeditions of Lewis and Clarke in opening up the Pacific, the Secretary declared "you have opened a route to Porto Rico and the Caribbean."

Captain Lanphier is now engaged in compiling his official report covering this flight, and same will appear in the next or subsequent issue of the NEWS LETTER.

The Porto Rican fliers were guests of honor in the evening at a dinner given at the Army and Navy Club given by Air Service officers on duty in Washington and at Bolling Field. It was the most enthusiastic gathering of Air Service officers in recent years.

The speech making was reserved until after full justice had been done to the tempting spread of good things on the table; then General Patrick, master of ceremonies, made a warm speech of welcome which started things going. The General commended the high spirit of morale in which the mission was carried out and declared that the lessons learned were of great value and vitally affected our national defense. Such a spirit as shown by the fliers assures every success of a trip around the world.

General Mitchell next arose and gave the significance of the flight. This is something that the press and public have been wanting to know ever since the flight was started. The General stated that the trip was far from being merely a little "jazz" trip to Porto Rico, but bore a deep national significance. "The Panama Canal cannot possibly be protected from a modern enemy with a base in the Caribbean Sea who will operate an air force. The Army cannot protect it, nor can the Navy", the General added. "Moreover, we can control the Caribbean Sea with a proper base down there with the greatest ease. There is scarcely more than 90 miles of water between the islands widest apart. This trip shows that San Antonio, Texas, is but a few hours from Porto Rico; it shows that an Air Force is the first line of defense. To defend our coast properly it would be necessary to go out to meet the enemy before he could get close enough to use his aircraft with his carriers; this trip shows we can go out over the water and do it."

General Mitchell hinted that airships acting as airplane carriers were right on the verge of universal use. He stated that Peking, China, was only 65 hours from New York by air, and that the flight there would be undertaken at the proper time. "During my recent inspection tour in the North," he said, "when I went on into Canada, we found out that frozen rivers, lakes and land covered with snow made excellent landing fields for airplanes equipped with skis," the intimation being that the trip to China would be made via the North Pole or at least the Arctic Circle route. This is in line with Steffason's argument that our logical route to Asia is through the Arctic Circle and by air.

In touching upon some of the things that the U.S. Air Service had done in the past, General Mitchell said that the most outstanding flights were the Alaskan, when Capt. St. Clair Streett, now of Bolling Field, led a flight to Nome, and that great individual attempt made by Lieut. C.B. Austin, who once attempted to fly from Panama to Washington by water in a land plane. This brought loud applause while Lieut. Austin, who was present as one of the Porto Rican fliers, blushed modestly. This one flight of nearly 1,000 miles in a plane patched up to make the flight was started on October 6, 1920, and was by far the most ambitious flight by an individual. All present recalled the thrilling time when Lieut. Austin left the mainland of Central America and pushed across the unknown, where the treacherous tropical storms arise with terrible suddenness. Austin was 400 miles from the mainland when one of these violent hurricanes bore down upon him and mile by mile drove him back. After a battle with the storms, in which he had flown nearly 1,000 miles, he managed to reach the land.

"Guts", said General Mitchell, "is what keeps us going in this game".

By this time the party was waxing into a high state of enthusiasm and it could be easily seen that speechmaking was not going to be any task, so General Patrick arose and asked Major Lanphier, who led the Porto Rican expedition, to tell some of the things that happened, and how it felt to lead such a flight.

Major Lanphier said that the most remarkable thing about the flight was the fact that 12 airplane pilots, who rank prima donnas in temperament, flew in only six ships there and back and landed friends. "This one thing," he said "was the hardest part of it all." "Everybody flies a little differently, and as all were expert fliers, they just knew when they were riding as a passenger behind their fellow pilot that things were not going right at all. Things are all right while

you are flying, but just let somebody else start piloting and everything goes wrong. I know the pilot who rode behind me thinks I can't fly, and he may be right. We had the most arduous work to do. Every pilot was also a mechanic. We would land after a long hard flight and then have to 'manicure' the old ships, then get up at daybreak next morning and push off again. But the Glorious Marines! they helped us whenever we were near enough. We have all come back full of good will for the Marines. They are a bunch of MEN. We'll love the Marines the rest of our lives for the way they treated us.

"There was another thing," continued Major Lanphier, "that I had to try to live down, and that is the old Air Service tradition that a Field Officer cannot fly worth a damn." This widely known joke told on himself by Major Lanphier created long laughter.

In describing the long flights over the water, Major Lanphier stated "it is not a comforting thing to be out nearly a hundred miles from some particular little island that shows on the map, and you hope the map is right and there is really an island there. Also you wonder if the island is as wide as it is supposed to be and if you are going to hit it or miss it. They look big enough on the map but darn little from the air. Neither did it add any comfort to look down at the gleaming backs of man-eating sharks flopping around beneath you."

The statement which brought most applause was the Major's last - "We can fly around the world just as easy as we flew to Porto Rico."

General Patrick then asked Major Lanphier which one of his prima donnas could sing best. The latter thought that Lt. Austin had Chauncy Depew backed off the boards when it came to little talks, so Austin was pulled up for a talk.

Referring to the big flight attempted from Panama to Washington, he said: "As we would say in Canada, that is something the world is supposed to be forgetting." He then told how his job, which was that of Adjutant of the detachment, required mental ability only to count to 12, as that was the number of pilots he had to keep track of. He said that none of the party got color blind down there, but one member wore colored glasses one day on the street and later he broke the lens out and then wore only the rims. "Erik Nelson, 'Bromo' Selzer and Delmar Dunton were the hardest birds I had to keep track of. They kept kings, princes, and potentates, both black and white, waiting several times by their 'thoroughing methods', he explained. One member of the party was elected Mayor of San Pedro de Macaris. The greatest thrill that they had, he continued, was a ride through Havana, Cuba, in a 3 h.p. Ford. It seems that the driver, knowing his passengers were aviators, thought they craved speed, so he stepped on her and decided to die, if necessary, in an attempt to ease their feelings. They were all too scared to think of a Spanish word meaning 'stop', even had they known it, and this stood out as their biggest thrill and greatest danger.

The references to the Mayor of San Pedro de Macaris made it clear that this individual, whose identity everybody was wondering about, would have to disclose it sooner or later and also explain the circumstances of this political angle which was not included in the military letter of instructions. General Patrick asked the "Mayor" to rise and shine.

Lieut. George McDonald arose in confusion and declared that all that election business down there was not of his doing at all. He said THE MARINES made him Mayor of the place. During a spell when his mind was more occupied with things more military than civil, he lost track of what they were doing, and the next thing he realized he was not only "Mayor" of the place but the motorman of their "Tooner-ville Trolley". He named Major Barry of the Marines as being the chief instigator of the affair.

Captain Ferson, who went ahead of the party and picked the landing fields, next arose and said that the happiest moment of his life was when he saw the ships come in and land on the fields that he had worked so hard to fix up.

General Patrick said he would like to hear from Lieut. Selzer, who had to fly a ship of doubtful vintage when his own was wrecked by waves at Miami. Selzer said that "he was still hearing about all the Cain that aviators raised in Paris during the war and what a wild bunch they were, but that people don't realize why. It must be remembered that we had to go through hell on earth during our cadet days in the Air Service before getting our commissions, then we came out way behind our friends who went in other branches of the Service, and we are still way behind them on the promotion lists, so just naturally whenever we got a chance we "broke loose" and didn't care who knew it. And they were all the time talking about taking our pay away from us, and then so many of the gang was getting killed off. "But on this flight I feel that we learned a lot about those people down

there and they learned a lot about the U.S. Air Service and what it can do, and I knew fostered a friendlier feeling with the people."

General Patrick next called on Lieut. Erik Nelson, famous Nome Alaska Flier. "Erik", as he is affectionately called by his fellow pilots, said that his job as Engineering Officer did not mean any work for him on the trip, as he had an Assistant, Lt. Delmer Dunton, who did all the work. This brought a laugh, for all knew that Erik is a glutton for working on motors. But he declared that "all" it took to keep a DeHaviland airplane and a Liberty motor running was a lot of hard work on them and "loving kindness". The "loving kindness", he said, was the most important after all the work was done on them.

The Weather Prophet, Lt. James A. Woodruff, was asked to explain why he caused such low clouds between such places as Key West and Havana. The other members had declared that the low clouds forced them down to within a few hundred feet of the sharks waiting below, and they now wanted an explanation. Woodruff ignored explanations but said that he noticed the weather conditions at night seemed a lot more important to the "gang" than the daytime flying hours.

Lieut. Rex Stoner arose, in response to invitation, and told an incident of Lieut. Woodruff's contemplated plunge in the surf at Miami. He said "Woody" asked a native if there were sharks in that part of the bay. The native told him "no". "Woody" was about to plunge in the water when the native added - "The alligators keep 'em all killed out."

The party ended about eleven o'clock, but the members all hung around for hours later talking over old times together and speaking in regretful words of those things so common to military aviators - the loss of friends who have made their last long flight.

Before leaving General Patrick told the Porto Rican fliers that he would give them several days off their duties to relax and rest up from their arduous journey.

FIRST PHOTO SECTION STARTS ITS MACHINERY TO GOING

The First Photo Section, which has been stationed at Fort Bliss, El Paso, Texas, since last June, is now functioning. Arriving from Kelly Field with one photographer and two chauffeurs, its development was badly set back by the death of Lieut. Halsey Bingham, its commanding officer. At the same time Staff Sergeant Wilbur R. Rhodes was badly injured and lay in the hospital for several months. On the arrival of Lieut. Wriston, now commanding, an attempt was made to put the Section on its feet. The first prime necessity was a place to work. Requisition was made for equipment and same has been arriving until now the Section has the majority of the equipment needed. The Staff of the 1st Cavalry Division, to which the Division Air Service is attached, on request for suitable quarters, assigned a wing of the new E. & R. Building, 30 ft. wide and 100 ft. long. No trained personnel being available, new personnel was trained.

The Section was highly commended by General Mitchell on his recent tour of inspection, while Lieut. Geo. W. Goddard, who guides the destinies of the Photo Sections in the Chief's Office, states that "It was one of the best Photo Section laboratories in the country".

Although working under great difficulties, the Section has been commended for its work by the General Staff of the 1st Cavalry Division. An extensive aerial photography program is under way at present to include much western territory. Lieut. Wriston will personally conduct the work. He will be assisted by Sgt. Rhodes, who was in the crash at Leadville, Colo., when Lieut. Bingham lost his life.

FRIGID WEATHER IN SOUTHERN CALIFORNIA

While the inhabitants of North Island, San Diego, Calif., and vicinity, were basking in the semi-tropical sunshine of Southern California, Lieut. Frank W. Seifert, A.S., went aloft with Mr. Russell M. Otis, Meteorologist, for the purpose of taking lunar radiation observations above the 9,000 foot level. Lieut. Seifert reached an altitude of 19,000 feet and at that height, experienced real frigid weather, causing his DeHaviland to become coated with ice, which was much in evidence when he landed at Rockwell Field after his two hours and fifteen minute flight. Lieut. Seifert and Mr. Otis expect to continue their observations each day until data is obtained from the 9,000, 12,000, 15,000, 18,000 and 19,000 foot levels.

PARACHUTING IN THE PHILIPPINES

A parachute leap in the Philippine Islands is as rare as snow in June. Those who enjoy a thrill were in a measure satisfied when on two days recently 1st Lieuts. E.C. Batten and E.R. McReynolds, of Clark Field and Camp Nichols, respectively, went aloft over Fort McKinley and took their turn at a leap from 2500 feet. On the first day Lieut. Batten succeeded in effecting a landing on the very small field provided. Although on each subsequent attempt the landing was made back of the Medical garrison among trees, high grass and a multitude of stones, neither suffered so much as a scratch. "We have seen many parachute exhibitions", writes our Clark Field Correspondent, "but they have not become so common but what we stand with bated breath and intense gaze fixed on each swiftly falling human bundle until their silken threads of life open to the buoyant breeze and drop them safely to the ground. Only then do we breathe a sigh of unutterable relief and allow our hearts to the natural tenor of their ways."

MIDDLETOWN DEPOT TAKES ON NEW LEASE OF LIFE

The command of the Middletown Air Intermediate Depot, Middletown, Pa., has recently been taken over by Major R.M. Jones, Air Service, and various steps are being taken to improve the condition of the post for the comfort and convenience of the personnel. It is the intention of one and all to bring the station out of obscurity and make a bid for position among those most desirable in the service. An outline of affairs here may be of interest to those who at one time or another may have been stationed here or who may have known the place as visitors.

Quite a good deal of much needed repair work has been done to the various sets of quarters, and the "wise money" is now back of a seven to five proposition that the old bachelor building will not fall down before the end of the summer. The application of a coat of bright paint, together with the installation of new light bulbs for those which have burned out during the past few years have served to relieve the Stygian gloom heretofore pervading the set, but little blood has recently been spilled by those between whom poor light has been wont to create differences of opinion during the progress of a hectic game of Senegambian golf. And the depreciation in the volume of noise and busted furniture in the wake of those returning from town after curfew has alone been well worth the effort expended. Now that Spring is with us once more and the shrubbery and grass plots are showing signs of renewed life, indications point to our having a row of officers' quarters challenging criticism along aesthetic lines.

Negotiations for the purchase by the Government of the strip of land between the post and the Susquehanna River have about been completed, and preparations are under way for the development and enlargement of the present landing field and for the erection of a couple of steel hangars. Our lone Jenny now looks askance at a recently set up DeH which has brought New York, Washington and other points closer by about a thousand miles and has given some dozen or so pilots an opportunity to gather unto themselves some of that most valuable of accident insurance - practice with a service type of ship.

For the information of friends or creditors who may be interested in our whereabouts, the names of officers stationed at Middletown are as follows: Major R.M. Jones, Captain S.J. Idzorek, Captain H.R. Springer, Lieutenants E.F. Carey, J.A. Kase, C. Elleman (the latter two are now on detached service at Rantoul) A.J. Melanson, R.C.W. Blessley, R.S. Olmstead, F.S. Borum, B.J. Toohar, R.K. LeBrou, S.F. Landers, E.M. Morris, C.B. DeShields, H.C. Downey and D.R. Goodrich. Lieutenants Jack Greer and R.T. Zane, both of whom have been holding the fort here for the last two or three years, are clearing for the Philippine Islands and Panama respectively.

All officers visiting the station are assured of a hearty welcome, provender for the inner man, and a place to lay the weary head, as well as forage and stable for airplane or car. Later on special inducements may be offered to those whose hobby is golf or trap shooting. Come one, come all.

AIRMEN HAVE GET-TOGETHER DINNER AT BOSTON

The 319th Observation Squadron, 94th Division, Organized Reserves, and the 101st Observation Squadron, Massachusetts National Guard, held a very successful joint dinner in Boston. About forty officers of the two squadrons were present, also officers of the regular service on duty at the Massachusetts Institute of Technology, and guests. Mr. James T. Williams, Jr., editor of the Boston TRANSCRIPT, presided.

Major Richmond, commanding the Reserve Squadron, and Major Woolley, commanding officer of the Guard Squadron, first welcomed the guests in behalf of these two organizations and briefly outlined the past activities of same and plans for the future. Lieut.-Col. Doyle, Acting Chief of Staff of the 94th Division, described the formation of the division, and the part played by the Air Service in connection therewith. Prof. E.P. Warner, of the Massachusetts Institute of Technology, spoke amusingly on the proposed national air legislation, and Major L.H. Drennan, Air Service, Chief of the Personnel Division, Office of the Chief of Air Service, who had come on from Washington for the occasion, told of current air service activities. The speaking was brought to a close by a clear talk from Major B. K. Yount, Chief of Training, Office Chief of Air Service, Washington, D.C., on the possibilities of training reserve Air Service officers at Mitchel Field during the coming summer. A great deal of interest was shown by all present, and several much debated questions were cleared up.

Before the dinner an inspection trip was made to the Airport at East Boston, now in process of construction, by Major Drennan, Major Yount, Lieut. Moffatt, A.S., Major Woolley of the Mass. National Guard, and Major Richmond of the Reserve Squadron. After penetrating the morass encompassing all new flying fields, the officers found the work progressing slowly but successfully. The two large steel hangars with concrete floors, for army and reserve use, are practically completed, while the foundations for the National Guard hangars are finished and awaiting the arrival of framework. One of the two 1500-ft. runways is partially cindered, and it should be possible to land a ship in some part of the field before many weeks have passed.

THE VERVILLE-SPERRY PERFORMS

The Verville-Sperry Racer, which participated in the Pulitzer Race last October, and is now at McCook Field, was taken up recently for the purpose of obtaining moving pictures of the airplane in flight with the retractible chassis drawn in. The value of the retractible chassis arrangement is proven by the fact that official timing records of the airplane show that an increase in speed of 28.3 miles per hour is gained with the landing gear retracted during flight. The maximum speed of the airplane is 191.1 miles per hour in the retracted position and 162.8 miles per hour with the chassis in the normal position.

THE NATIONAL BALLOON RACE

The National Aeronautic Association of U.S.A., has recently issued the following Bulletin:

Indianapolis has been awarded the national elimination race in a keen contest with Detroit, Milwaukee and San Antonio. The contest will be held between June 9th and July 4th, and according to present arrangements, the motor speedway at Indianapolis will be utilized as a balloon field.

The entry of fourteen American balloons is assured, out of which the first, second and third in the race will be the American entries in the International Balloon Race at Brussels, Belgium, September 23rd for the James Gordon Bennett Trophy. The American race will be held under the auspices of the National Aeronautic Association and the Aero Club of Indianapolis, assisted by the Indianapolis Chamber of Commerce, which has guaranteed the expenditures in connection with the meet.

The Army and the Navy will probably be represented by four entries, and four new balloonists have filed entries with B. Russell Shaw, Executive Chairman of the Contest Committee of the N.A.A. Some revolutionary ideas in balloons are promised by new entrants, and there is indication that the elimination contest will provide sensational sport. Indianapolis will put up a purse of \$3,000 for division among the contestants. Interest in future aerial competitions will be stimulated as a result of the membership campaign of the National Aeronautic Association, which has made provision for an annual fund of \$75,000 for prize awards if the quota of 50,000 members is attained throughout the country. With favorable wind and weather at Indianapolis it is confidently expected that the American record of 1,172 miles for free balloon flight, held by Allan Hawley of New York, will be shattered.

Official starters, timers and observers for the elimination race will be appointed by the National Aeronautic Association, which must authenticate the records for acceptance by the Federation Aeronautique Internationale, of which the Association is the sole representative in America.

MAJOR HEFFERNAN DOES SOME "FAST" FLYING

Major Leo G. Heffernan, accompanied by Sergeant Jensen, observer, flew for a stretch of 75 miles along the Mexican border in a DeHaviland plane at the most unusual speed of 250 miles an hour. Flying from Nogales, Arizona, to Fort Bliss, Texas, on Sunday, March 11th, the DH went along the even tenor of its ways until Columbus, N.M. was reached. Just after passing that little town where Pancho Villa kicked up his little rumpus that got him in bad with the United States government, the fun began. The plane ran into a blinding sandstorm, and the air was saturated with sand to a height of six thousand feet. Major Heffernan endeavored to climb above the sand after leaving Columbus, but was unable to do so on account of the velocity of the wind and the shortness of the flight. Landing was made safely on the Fort Bliss airdrome, the 75 miles between Columbus and Fort Bliss being made in 18 minutes.

12th SQUADRON HOLDS FLYING CIRCUS

The 12th Observation Squadron, stationed at Fort Bliss, El Paso, Texas, recently held a Flying Circus for two days, and the event was voted a huge success. The various military organizations at Fort Bliss were one hundred percent present, and thousands of spectators came from El Paso and vicinity to witness the aerial tactics of the airmen. Hampered on the first day by low hanging clouds, the program was nevertheless carried out as per schedule. While primarily given by Mr. Ivan R. Gates and his troupe of "daredevil" performers, the success of the Circus was immensely augmented by the participation of the Army flyers, who gave interesting and realistic exhibitions of scientific combat tactics and formation flights.

WHOA BOY!

Providing an aviator with thrills is generally conceded to be no easy parlor trick, nor was it supposed last October, when a shipment of equines - courteously referred to as "Polo Ponies" - was received at McCook Field from Fort Benjamin Harrison, Ind., that any such element as a thrill lay in the proposition, either individually or collectively.

The attitude of the Field "Boots" was rather a pained wringing of the hands and a mild wonder as to whether just once the wisdom of the Creator hadn't slipped. Of course, they no doubt had their places in the scheme of things, but as natty mounts for officers accustomed to charging the clouds, at high speeds - he scratched his head and wondered again.

There were ten of them in all. Swede, Virginia, Frisky and Fred would with a little training make splendid dray or plow horses; Skinny lived up to her name; Duke, Jim, Boy, High Life and Black Hawk were inclined to scrubbiness and were generally the sort one would "have to know to appreciate".

But Boots being conscientious did his best by them, with the result that they all sleeked up noticeably with good food and care. Of course, Swede, Virginia, Frisky and Fred got heavier than ever, but that was inevitable.

Then the officers began to come around. The four last named ponies were out of the running from the start, though regret was expressed that Frisky, a high stepper and good looker, had let herself get so heavy. Several were intrigued by Black Hawk, who had a fashion of laying back his ears and showing the whites of his eyes when approached. And many are the sideslips, ground loops and spins that Boots is too discreet to mention, - for Black Hawk was a bucker, unbroken and mean to the core.

Finally, Major McIntosh, accepting Black Hawk's unproffered challenge, went out to try his luck. Four stablemen kept the horse on the ground, his head braced under a fence, until the Major was mounted, and then the fun began. But thanks to his Cavalry training, no amount of bucking, kicking and curveting could dislodge the C.O. of McCook Field, who stuck closer than a brother, and so holds the palm today as the only officer on the field who has stayed on Black Hawk.

Several of the other officers have ridden the other horses once. And among those who have taken more frequent advantage of the stables are Lieuts. George Polk, Kenneth Fraser, Wm. L. Boyd and C.E. Crumrine. There are rumors as to how High Life and George Polk parted company one day at a ditch. High Life, living up to her name, could not be supposed to tolerate ditches, but it probably left George rather low.

We have also heard of Kelly's tail spin. The T-2 doesn't treat him that way when he keeps her up forty hours - but then we were speaking of thrills!

We wouldn't be surprised to find the following "ad" in our dailies any time - "Wanted, Broncho Busters, To tame wild horses at McCook Field."

AIRSHIP A-4 OVERHAULED.

The Engineering Department at Scott Field, Ill., is taking advantage of the bad weather to improve the condition of the Airship A-4. A new Rolls-Royce, 6-cylinder motor is being installed, with a four-blade propeller similar to the one used on the Mullion Airship. The new propeller will increase the speed of the ship and make far smoother flying.

The Engineering Department is also making improvements on the Airship D-2. Room for four more passengers was made by cutting out part of an unused section of the car and building a new cockpit.

✓✓✓ CURTISS METAL PLANE SHOWS SPEED

Brigadier-General Wm. Mitchell, Assistant Chief of Air Service, was a visitor at Mitchel Field, L.I., New York, on March 14th, flying to the New York air station from Bolling Field, accompanied by Lieut. Clayton Bissell.

The General was very much interested in the new Curtiss all metal pursuit plane. After Lieut. E. H. Barksdale had flown it for his inspection, General Mitchell himself took it up. The plane appears to handle easily in the air and to have a surplus of power. A particular feature is the radiator, which is streamlined in the upper wings. By stopping the circulation of water in the cooling system the plane can be warmed up ready to fly in about five minutes. Once in the air the water can be gradually heated in the radiator with no ill effects to the motor.

The following day developed into an informal field day with General Mitchell flying a Martin Bomber in the morning and in the afternoon a Navy type plane equipped with a 200 h.p. 9-cylinder radial motor; the new Curtiss plane, and a Dornier-Wright monoplane of all metal construction with an estimated speed of 160 miles an hour. Toward the close of the afternoon General Mitchell in landing the Dornier-Wright narrowly avoided a spill when the landing gear struck a deep rut in the flying field, a result of the recent heavy frosts.

While General Mitchell was flying the Dornier-Wright, Lieut. Barksdale flew the Curtiss plane over an electrically timed kilometer course at a speed in excess of 165 miles an hour. Lieut. Barksdale was handicapped by a puffy wind and expressed the opinion that under more favorable conditions this time could be improved upon.

✓✓✓ A NEW TRAINING SHIP FOR THE AIR SERVICE

Uncle Sam's latest leviathan of the Air, the United States Army Training Airship C-type-1, the largest non-rigid ship ever built in America, recently began her trial flights at the Goodyear Akron Air Station, under the supervision of a crew of officers and men from the Army Aviation Field at Belleville, Ill.

The TC-1, as she is officially known, is the first of three ships of this type being built for the Army by the Goodyear Tire and Rubber Company of Akron, Ohio, and will be used as a training ship for airship pilots in preparation for several long-distance flights.

The airship in design and construction is based on the best practice in American airship building, and it carries several features especially arranged for the use of helium gas, which will be the standard lifting power of this type.

The envelope, which is of similar shape to the old "C" class ship, but of about 20% greater capacity, has a gas capacity of 200,600 cubic feet. She is 195.81 feet long and 59 feet high. The car suspended from the envelope is of improved design for training purposes and cross-country flying, and is 40 feet long. It contains accommodations for a crew of six men when helium is used.

Two Wright motors of 150 horsepower each furnish the driving power. The propellers are of the pusher type. It is expected that the ship will develop a maximum speed of 60 miles per hour and have an endurance of 10 hours at full speed. A maximum rate of climb of 1,000 feet per minute will be possible with a ceiling of 7500 feet.

The TC-1 is equipped with bomb-carrying and releasing devices. One 1,200 lb. bomb, four 400 lbs. and eight 100 lbs. will be carried. The total lift, inflated with Helium, is 11,750 lbs., and the useful load or lift available for gasoline, oil, crew and ballast is slightly over 4,000 lbs. With a crew of five men and fuel for 20 hours' flight, the ship has remaining 1315 lbs. excess lift which may be used for passengers, bombs or supplies. The ship also carries a complete radio installation of the latest type.

The crew which carried the TC-1 through her preliminary tests was composed of Lt. F.M. McKee, test and instruction pilot; Lieut. C. Kunz, test pilot and engineering assembly officer, both of Scott Field, Ill.; Lieut. J. Cluck, official observer and pilot, stationed in Washington, D.C., and Sergeants Harry Barnes and Olin Brown, motor specialists from Scott Field.

On the completion of all her trial flights, the TC-1 will be flown to Scott Field, where she will be stationed as a training ship for airship pilots.

"ED" SOLILOQUIZES ON THE HARD LIFE AT CRISSY FIELD

Hdgrs 91st sqdrn

Crissy field mar 3 1923

Dear Gus

I dont have much spare time to write letters & the etc lately mainly on acct of the return to our mist of major Brett & all as I can say he must of putt in his time at the hospittle Gus thinking up new jobs for I & the rest of the squadron because all them stitches the doc sowed into him dont seem to have done him no permanent injury in regards to the ability to hand out work & as lieutenant Goldsbrough said how & the h--l is a Guy ever going to do the presidio coarse under a lousey hundred & 20 wearas you half to slaive all day & by the time you get over to the linx the boys from core area hdgrs & the coast artilery has already tore all the grass off the coarse & enlarged the traps to twice their normal size & further & more its nearly dark & major Brett says yes & as far as some of youse guys is concerned the darker the better which practically ended the conversation.

This is a great place though Gus to see old friends & the etc on acct all the air service personal stops at Crissy field on the way to & from the pacific posesions & vice versa & also Letterman hospittle is a popular resort with such pilots as needs to have a tackometer or something removed from their face or other blemishes. Speaking of faces Gus the 1st familiar I seen was capt Peabodys & it sure was homeley & everything to see my old cgc from March field & I would of went right up & said how are they comeing hey Geo only he was talking to lt Marriner & I seen by their jestures they was each trying to show I & the other how they nearly give Sarazen a bad scare last tewsdays. As far as I could make out capt Peabody had obtained a slight lead over Marriner on acct he could prove that him & Jock Hutchinson had made exactly the same score on 1 hole of the presidio coarse the other 7teen not counting thus making a sucker out of lt Marriner who only claimed to be slightly acquainted with Kirkwood & he could of claimed to of been Kirkwood himself & it wouldent of done him no good on acct capt Peabody had just got out of a ship after flying from Sandeago & couldnt hear nothing anyway.

Yesterday I seen lt Norby which used to be adjutant at March field & made the best dead stick landings west of the Misissippi river any time of the day or night. Hes a civilian now Gus & a lawyer & hes got a law business out at Marysville near Sacramento but all as I can say there may be lots of jack to be pulled down in the law business but what will a guy like Norby do in a law office when he feels a couple of dead stick landings comeing on hey Gus. Then theres allways a lot of birds on their way to the pacific posesions & return as for inst lt Laughinghouse & lt Lynch which are going to sail on the next boat only no I knows when & the h--l that will be the boys over at ft Mason not wanting to disclotches no information of military significant but thats what we call intelligence in the army Gus you wouldnt understand it. But even the most carefully guarded secrets like for inst the sailing & arrival of transports is bound to leak out sooner or later Gus because here a while back lt Carter & Moore & McCullough all went down to ft Mason & got on the board of some transports & they must of been putt wise to it somehow Gus because low & beholed the transports sailed away the same day & further & more the band placed o for the life of a sailor on the doc thus showing that the band also must of been tipped off somehow that the boats was certainly going out & not arriving which is often hard to tell I vs the other Gus some of the boats being the same on both ends & the band seeing one of these boats at the

doc is naturally liable to jump at wrong conclusions & play Trozky's good bye weareas they should ought to of played how dry I am or some other suitable 100 per cent american song of welcome.

yr friend

Ed.

TWO NEW AIRPLANE RECORDS BY ARMY FLIERS

In an official bulletin issued by the National Aeronautic Association of U.S.A., on April 7th, it is stated that American airplane speed records for 500 Kilometers (310 miles) and 1,000 kilometers (620 miles) were authenticated by the contest committee of the National Aeronautic Association, both having been made by Army aviators. The 500 kilometer speed record was made by Lieut. Alex Pearson, flying a Verville-Sperry plane with Wright motor, who maintained a maximum speed of 167.8 miles an hour. This performance exceeded the world record of Boussoutrot of France, made last year, of 86 miles an hour, by more than 81 miles speed over the 310 mile course, also the mark made by Lieutenants Batelier and Carrier at Etampes, France, March 30th, of 115 miles an hour, by more than 52 miles.

The 1,000 kilometer record was set up at 127.42 miles an hour by Lieut. H.R. Harris and Mr. R. Lockwood, flying a DH-4 plane with a Liberty motor. This mark exceeded the French record of Boussoutrot and Bernard of 61.68 miles an hour by more than 66 miles speed, and the mark of Batelier and Carrier, made March 30th at Etampes, (93 miles) by more than 34 miles speed an hour.

The two record flights were made during trials of six Army airplanes over the measured course at Wilbur Wright Field, Dayton, Ohio, on March 29th. Mr. Orville Wright was the official representative of the National Aeronautic Association, and Otis Porter of Indianapolis the official timer. These records have been filed with the Federation Aeronautique Internationale at Paris, which is solely represented in America by the National Aeronautic Association.

ARMY OFFICERS HAVE AN EXCITING TRIP IN A FREE BALLOON

Major John D. Reardon and Major Rush B. Lincoln, two Air Service Officers, stationed at the School of the Line, at Fort Leavenworth, Kans., left Scott Field, Ill., Monday April 2, 1923, to take their required semi-annual free balloon flight and returned, April 4, after a thrilling flight in which their balloon got away from them while they were flying at a low altitude in the northern part of the state. The Officers made a record flight to Plano, Ill., a distance of 225 miles from Scott Field, and in trying to land, both were thrown out of the basket and the balloon drifted away.

According to the report made by Majors Reardon and Lincoln, they met with some harrowing experiences on their long flight in the free balloon. They left Scott Field Monday afternoon at 3:20 o'clock with a south wind blowing. Rising to an altitude of 1,000 feet their balloon traveled at a high rate of speed towards the north. They could determine the speed of the balloon by the automobiles traveling along the great Chicago Pike.

They passed over Springfield at 5:50 P.M., Monday evening, still at an altitude of 1,000 feet, but after passing Springfield they descended to an altitude of 500 ft., expecting to reach Chicago shortly after dark. The balloon suddenly struck the side of a hill at 7:30 P.M. Seeing a chance to make a landing, the men made an effort to descend, but both rip panel and the cord which operated the gas valve, failed to operate. The balloon bounced up and continued its flight with the men in charge vainly trying to make it descend.

It was then raining hard and the Officers caught some of the water running off the gas bag and used it for ballast. In this way they worked the balloon down to a comparatively low altitude. Approaching the Fox river, a short distance west of Chicago, the balloon suddenly struck a high tree. In the collision, Major Lincoln was thrown out of the basket but managed to catch hold of a rope to which he clung. Flying along at about 50 ft. above the ground, he managed to climb back into the basket. Seeing that the balloon was headed straight for the Fox river and fearing that they might land, either in the river, or perhaps in the lakes, not far distant. The men watched their chance and both jumped landing on the very bank of the Fox river.

Their balloon drifted away, rising when relieved of its burden and was later caught at Plano, near Waukeegan, Ill., 35 miles north of Chicago, Tuesday morning. A large crowd of people gathered at Plano watching the strange sight of the abandoned balloon with the basket trailing along at a very low altitude. They managed to get hold of the ropes and a number of them pulled and tried to drag the balloon to the ground.

In some manner they released the hug gas bag from the net encasing it and the bag again rose upward and drifted away like a large toy balloon. It was later found at Montague, Michigan, 100 miles across Lake Michigan from Chicago.

Majors Lincoln and Reardon returned to Scott Field by rail after they had abandoned their balloon. Major Lincoln was slightly injured, suffering from severe burns on the hands caused by clinging to the ropes after he had been thrown out of the basket. Both the bag and the basket were not materially damaged and will be shipped back to Scott Field.

The Officers were stationed at Fort Leavenworth, Kansas, and were at Scott Field to make their semi-annual free balloon flight that is required of all Air Service Officers.

NOTES FROM AIR SERVICE FIELDS

Scott Field, Belleville, Ill., March 22, 1923.

The electrical installation on the big doors of the large Airship Hangar is about completed. These doors weigh approximately 700 tons and are equipped with four 27½ h.p. Westinghouse motors.

Lieut. Col. J.E. Fechet, Air Service, Chief of the Training and War Plans Division, O.C.A.S., and Commander Marc A. Mitscher, Bureau of Aeronautics of the Navy, arrived from Lambert Field in a DH airplane on the afternoon of March 21st. These officers visited St. Louis in connection with the Pulitzer Races and to determine whether they will be held at Scott Field, Ill. or Bridgeton, Mo. Col. Fechet was formerly commanding officer of Scott Field.

First Lieuts. Charles M. Savage and Karl Axtater, A.S., with twenty men, left Scott Field on March 22nd for Camp Bragg, N.C., where they will observe for the Coast and Field Artillery for a period of two months.

The post basketball team returned from the 6th Corps Area Athletic Meet after having won third place in the basketball series and a draw for the Middle-heavyweight boxing championship.

Selfridge Field, Mt. Clemens, Mich., April 4, 1923.

Major Carl Spatz has been called to Washington on temporary duty as a member of a board of officers in connection with the selection of personnel and the organization of service squadrons for the Air Service. Captain V.B. Dixon has temporarily assumed command during his absence.

Lieut. Donald F. Stace returned to Selfridge Field, having completed a course of instruction in airplane maintenance at McCook Field.

Mitchel Field, L.I., New York, March 31, 1923.

Major W.R. Weaver left the field for a month's tour of duty in the Office of the Chief of Air Service, Washington, D.C. During his temporary absence Major Davenport Johnson will assume command of the field.

Mitchel Field was the scene of a boxing carnival on March 20th and 21st, when a large number of bouts were staged to determine the boxing championship for the Central District of the 2nd Corps Area. Large audiences were present on both nights. On the first night, Mitchel Field, in competition with five other posts, won five out of seven classes. For a time it looked as though the Air Service was going over the top, but on the following night, when the finals were held, there was a reversal of form, with the result that Mitchel Field finished first in only two events. Consolation is taken from the fact that Mitchel Field met the pick of the boxers of the 2nd Corps Area and that the two victories secured were decisive enough to carry the winners successfully through the finals for the entire Corps Area which will be held later this Spring.

Due to the blanket of snow that has covered Mitchel Field since early in the new year, flying has been very much curtailed. The time, however, has been utilized to good advantage in preparing for the summer season of training which will be the most strenuous the field has known since the summer of 1918. The present plans call for the completion of all impending maintenance and construction work that is to be performed by soldier labor before the start of the training season, in order that all other activities may be subordinated to instruction and training.

Since the completion of the coal trestle the early part of February, the coal carting and passing problem has practically ceased to exist. The majority of the men who formerly composed the fatigue detail for the handling of coal are now on duty in the hangars, resulting in increased efficiency and improved morale.

The Consolidated Mess Hall, which opened on the morning of February 1st, has been functioning smoothly. The band concerts which are held at each meal have proved an attractive feature. The men released from kitchen police and allied duties have proven as asset in other departments. The net result has been an increase in Air Service activities without an increase in personnel at the station.

After a year of strict conformity to the Manual of Interior Guard Duty at Mitchel Field, it was realized that it was impossible to coordinate the military and the technical in the interests of efficiency. In the line guard duty principally serves the interest of discipline and instruction. In the Air Service, with thousands of easily removable and valuable small articles with a ready sale value, it is a prime necessity and serves a very practical purpose. In view of this fact it was necessary to detail from thirty to forty Air Service enlisted men to effectively protect the post property. When it is considered that a man is entitled to the afternoon off when relieved from Guard and he spends practically the preceding morning in preparing for Guard Mount it is realized that between sixty and eighty men daily were not available for their regular duty. This meant that no department ever had its full enlisted strength. Often the senior non-commissioned officer would be on guard, with a resultant slacking up of the work in that section, or occasionally so many men would be withdrawn that the balance of the men could not work effectively. The lack of interest was noticeable, as it was unlikely that any man would have an opportunity to carry any one particular piece of work through to a successful conclusion. These conditions were realized and many modifications were tried and abandoned, as in all cases the result was the same.

On February 1st of this year a system of police and detectives was instituted. It could hardly be called an experiment, as every condition and angle had been thought out in advance. An Officer of the Day is detailed and he performs his duties as outlined in the Manual of Interior Guard Duty in so far as they are applicable to patrolmen instead of sentries on a fixed post. By the detail of an Officer of the Day it overcomes the danger of the Guard becoming perfunctory. The Police and Prison Officer also functions directly under the Commanding Officer. In addition to the duties usually performed by that office, he is responsible for the instruction and assignment of the Police and Detective Force and for the proper functioning of the system. Directly under and responsible to him is the Chief of Police, the executive non-commissioned officer of the Force. Under the Chief of Police are three desk Sergeants who are on duty eight hours in each twenty-four. While on duty they are responsible for all routine matters. Each Desk Sergeant has an inspector and four patrol men who work on the same system^{of} hours. During the night hours, or to be more accurate, at all times when the normal work of the Field is not in progress, the patrolmen carry out detailed missions, telephoning the Desk Sergeant at appointed times from call boxes and initialing a sheet therein. The Inspector verifies and collects these sheets and makes frequent and unexpected inspections of the Patrolmen. The Inspector is also available for any emergency that may arise. In another sense he is the Corporal of the Guard. The Main Gate at this station has always been an important post, due to the number and variety of visitors. This is cared for by four non-commissioned officers of considerable service and experience, who serve eight hours on and twenty four hours off. In view of a constant alternation that is carried on these hours apply to practically every enlisted member of the Force with the exception of the Desk Sergeants, whose positions are clerical, and to the Chief of Police, who is always more or less available. By roster the Patrolmen cover Posts 1 and 2 at the Guard House during working hours and serve at the Station Hospital in the case of a Prisoner being a patient. This reduces their ratio of working hours slightly below the twenty-four of leisure to eight hours of duty.

From the foregoing it will be seen that it is now possible to maintain an efficient guard with approximately 23 men, where formerly 50 would have been the extreme minimum, considering that each tour of duty took a man practically two days. Under the new system it is now possible to hold men to stricter accountability and closer attention to their work. Under present arrangements, the Police and Detective Force is considered a desirable assignment by non-commissioned officers who have had long service in the line and are not readily adaptable to technical work. The patrolmen are drawn from men of good character who lack the industry to master more difficult work. The system solves the problem of military training for recruits, as all recruits must qualify as Patrolmen in addition to undergoing rudimentary recruit training before they will be considered for any other duty.

In working out and perfecting this system, Mitchel Field believes that it has done a helpful thing for the Air Service. It is probable that other Air

Service posts of like size are confronted with the same problems that prevailed here. If such is the case a copy of the regulations governing the Police and Detective System will be mailed on request in the hope that it can be adapted with like success to Guard problems that exist elsewhere.

Kelly Field, San Antonio, Texas, Feb. 24, 1923.

THIRD ATTACK GROUP

SIXTIETH SERVICE SQUADRON:- The flying time of this organization for the past week was 7 hours and 50 minutes, though it would have been more but for the inclement weather.

The Squadron Basketball Team added two more games to their good record, defeating the 26th Attack Squadron and the 8th Attack Squadron.

It seemed as if the 60th Team was going to lose their first game this season, when the first half of the latter game ended with a score of 6 to 2 in their opponents' favor, but during the remainder of the game a considerable change took place, as it ended with a score of 12 to 6 in their favor. We do not know if it was the lecture which the First Sergeant gave them or not, but they played more systematically.

TWENTY-SIXTH ATTACK SQUADRON:- This organization was inspected by the Group Commander. An inspection of barracks and hangars was scheduled but on account of the rain and general inclement weather, only the barracks were inspected.

A ship from the School Group has been used by this organization since General Mitchell came to the Field. This ship was the first on the field to be equipped with multiple guns and was originally intended for the 13th Squadron, but was sent to this organization, as all of the DH4B airplanes were taken away from the 13th and sent to other squadrons, leaving them the GAX and XBIA planes. By this transfer this organization received four DH4B's, bringing its total of ships to eight.

The grounds surrounding the hangars have been inclosed by a new fence and is of the same design as the rest of the fences on the field.

EIGHTH ATTACK SQUADRON:- Squadron activities have been rather quiet for the past week, our operations being mostly confined to test flights and one or two formations.

Lieuts. Phillips and Goodrich have been assigned to this organization, Lieut. Phillips assuming the duties of Supply Officer in the absence of Lieut. Selzer.

Total flying time for the week was 7 hours and 15 minutes, comprising 21 flights.

NINETIETH ATTACK SQUADRON:- The continuous rain during the past week curtailed aerial operations, so the time was utilized in overhauling and repairing airplanes and motors.

We have improved the appearance of our lawns with the addition of a low fence constructed of 4 x 4's, with a wire running on the tops. The fence has been painted white and the effect is pleasing to the eye.

Our commissioned personnel has been augmented by the assignment of Lieut. Paul H. Kemmer. We are glad to have him with us and hope he will like his new assignment.

THIRTEENTH ATTACK SQUADRON:- Much work has been done during the past week on the lawns around the barracks and hangars. Wire fences are being put up to keep the men from walking on the grass. Small trees have been put in around the hangars and barracks and flowers planted.

The Engineering Department has been busy working on the planes and engines and they are all in good shape to resume flying as soon as it clears up.

TENTH SCHOOL GROUP

Captain Giffin and Lieut. Cronau made a cross-country trip to East Texas to secure photographs of rivers and harbors for the Engineer Corps.

Kelly Field, San Antonio, Texas, March 10, 1923.

THIRD ATTACK GROUP

EIGHTH ATTACK SQUADRON:- During the week the officers of this organization participated in daily formation flights and tactical maneuvers under supervision of the Group Operations Officer, per the training schedule of the Group. Each organization operated from its own Field Orders.

Several cross-country flights were made to points within a 500 mile radius, with total flying time of 18 hours and 30 minutes in 9 flights.

Total flying time for the week was 34 hours and 15 minutes in 33 flights. SIXTIETH SERVICE SQUADRON:- The flying time of this organization was greatly increased the past week due to four XB1A's being assigned to it. The Group Commander's DH4B-1 has also been assigned, but is undergoing a change of motors at present.

Technical Sergeant Carl B. McDaniel, with Private Jones as passenger, made a cross-country trip to Dallas, Texas. Sergeant McDaniel states, for the benefit of all pilots who might wish to visit Dallas in the future, that the civilian firm located at Love Field is now equipped with a gasoline truck with a pump of the standard type.

THIRTEENTH ATTACK SQUADRON:- Second Lieut. Walter S. Smith was assigned to this organization and has taken over the duties of Lieut. Wm. L. Wheeler, who is going on leave.

The Squadron Transportation was tried out and everyone is in high spirits, anxiously awaiting the trip to Laredo, Texas, when we will have a chance to find out who our skilled mechanics and best chauffeurs are.

A few weeks ago, the 26th Squadron took away our DH's, now someone has our XB's. However, the GAX's have been in the air for the past week and all seem to be in fine shape.

NINETIETH ATTACK SQUADRON:- The past week has been utilized in carrying out simulated attacks on enemy wagon trains, intrenched positions and reconnaissance. Weather for flying has been ideal, consequently the operations have been successful beyond expectations.

Lieut. R.D. Moor remains absent sick in hospital. We hope he will be with us soon as he is missed in the squadron and on the line.

We have started our baseball team out to win the Group Championship. Of course, the 8th Squadron and some of the others have new uniforms but, as far as we can ascertain, a uniform can not drive out a hit or get under a fast one.

TWENTY-SIXTH ATTACK SQUADRON:- The officers of this squadron participated in three cross-country trips during the past week, one to Dallas, Texas, and two to Del Rio, Texas.

The Squadron participated in the Tactical Training Maneuvers during the week, functioning with the entire group. Rapid progress is being made in training.

TENTH SCHOOL GROUP

A general field meet for the Tenth Group was held on the flying field at 9:00 A.M., Saturday, March 10th. The points scored by each organization are as follows:

40th School Squadron	24
41st School Squadron	30
42nd School Squadron	11
68th Service Squadron	6
Headquarters	8

FORTY-FIRST SCHOOL SQUADRON: - Staff Sergeant Colby, of the 68th Service Squadron, made a cross-country trip to Post Field, Okla., Saturday morning, returning Tuesday afternoon.

First Lieut. G. E. Rice, who recently returned from the Hawaiian Islands, was assigned to this Squadron as Supply Officer.

FORTY-THIRD SCHOOL SQUADRON:- Flying for the week consisted of Training and test flights in Spads; test and transition flights in MB-3A's; also several successful endurance test flights were made in MB-3A's. All of the ships assigned to the organization have been set up and are now being tested. The work of the personnel, until the next class starts, will be devoted to the assembling and testing of all planes, every precaution being taken to put them in first class condition for the coming 1923 class.

TWENTY-SECOND PHOTO SECTION:- The work of reconstruction of the filing system of negatives in the Laboratory is progressing and it is thought that within a few days the new system will be installed.

The mosaic of the Fort Crockett and Civilian Landing Fields at Galveston, Texas, has been completed.

Weather conditions have not permitted a renewal of the photographic mission in south and east Texas.

Kelly Field, San Antonio, Texas, March 17, 1923.

THIRD ATTACK GROUP.

TWENTY-SIXTH ATTACK SQUADRON:- First Lieut. J. J. O'Connell with Sergeant Ashley of this squadron made a cross-country flight to Houston, Texas, on March 10th, and returned March 11th. The trip was successful and the weather was good throughout the entire trip.

Lieut. J.E. Duke made a cross-country flight to Austin, Texas, on March 11th, with Private Gus Johnson as observer. They returned the same day.

The Squadron, in connection with the rest of the Group, participated in attack maneuvers. Each Squadron carried out a separate attack and obtained quite a lot of experience in machine gun work and bomb dropping.

This Squadron has organized a baseball team, which is hard at work getting in shape for the opening of the season.

EIGHTH ATTACK SQUADRON:- During the week the pilots participated in daily formation and radio telephone flights as well as the tactical maneuvers.

Lieut. Carr, pilot, with Lieut. Murphy as observer, made a cross-country flight to Laredo, Texas, on March 9th, and returned the same date; total flying time, 4 hours.

Total flying time for the week was 30 hours.

THIRTEENTH ATTACK SQUADRON:- Orders have been received for the squadron to make the trip to Laredo, Texas, to carry out Field Maneuvers. The Squadron Transportation is in fine shape and it is expected that the move will be made without a hitch.

The order transferring Lieut. Jett to Post Field, Okla., has been rescinded and we are glad to have him remain with us as Squadron Engineering and Operations Officer.

The Squadron baseball team is practicing daily. Our teams have won the championship of the Field for the past two years (when the 26th had no team) and it is expected that they will come out as usual this year.

NINETIETH ATTACK SQUADRON:- Captain Hayes and Master Sergeant Kolinski made a cross-country trip to Fort Sill, Okla. over the week end. On their way back they were forced to return to Fort Sill on account of the elements. As Sergeant Kolinski said "We couldn't see the ground for the dirt and what we did see we couldn't see at all", we imagine it must have been "some" storm.

Lieut. Gates, with Sergeant Roger Schanks as passenger, made a cross-country flight to Houston over the week end, returning Sunday afternoon. The flight was made for the purpose of training pigeons. Sgt. Schanks has had several years experience as a trainer of racing and homing pigeons.

Our Squadron has been hitting the ball during the recent good weather. Every morning there is something in line - radio or formation attacks - while this morning finds them in the air with machine guns and bombs attacking a dummy wagon train.

We were not very successful in the improvised field meet. It was gotten up in such a short time that we did not have an opportunity to get our best material out for the events.

SIXTIETH SERVICE SQUADRON:- Lieut. Rich, flying an XB1A, with Corporal Hupp as mechanic, left Kelly Field for Post Field, Okla.

Lieut. Wheeler, with Private Foster as mechanic, made a cross-country trip to Laredo, Texas, using an XB1A. Leaving the Field at 10:00 a.m., Laredo was reached at 12:30. The return trip was made in two hours, landing on the Field at 2:20 p.m.

Lieut. DeLange, recently assigned to the 60th, was appointed Squadron Adjutant.

Lieut.-Col. Culver, Corps Area Officer, recently visited the Field and gave his DH4B-1 a 65 minute test.

A new engine has been installed in the DH4B-1 recently attached to the organization and assigned to Major Brereton, Attach Group Commander, who gave it a test of 165 minutes.

TENTH SCHOOL GROUP

SIXTY-EIGHTH SERVICE SQUADRON:- Captain Walter F. Kraus formerly Air Service Property Officer at this Station, reported for duty with the organization March 16th, and will assume command upon the departure of Captain V.L. Burge, assigned to foreign service.

TWENTY-SECOND PHOTOGRAPHIC SECTION:- Captain Giffin, Photographic Officer, with Private 1st Class Smith as observer, returned March 15th, from Houston, Texas, where the photographic mission were carried on. Photographic Ship #12 left Monday morning with Captain Giffin and Private Smith; obliques and verticals were shot over Houston, Port Arthur, Orange and Beaumont, Texas; and obliques were shot over Galveston and Sabine, Texas. The entire mission was attempted but it is not known whether or not all the exposures are satisfactory, as flying conditions were very difficult part of the time.

FORTIETH SCHOOL SQUADRON:- Captain Lynd made a cross-country flight to Fort Sill, Okla., and Lieut. Laird to Laredo over the week end.

FORTY-FIRST SCHOOL SQUADRON:- Lieut. G.E. Rice with Lieut. Putnam as passenger, made a flight to Dallas, Texas, last week. They were forced down on the return trip and delayed a couple of days due to inclement weather.

Clark Field, Pampanga, P.I., Jan. 20, 1923.

Captain and Mrs. L.N. Keesling recently left for Baguio, P.I. They will remain at Camp John Hay for about a month.

Captain A.H. Gilkeson and wife and Captain J.H. Houghton will tour the Southern Islands on the next transport scheduled to sail from Manila. A number of our officers are taking advantage of the opportunity offered by Detached Service in the Southern Islands, to obtain first hand information of conditions in the remote sections of the Philippine Islands.

Flights "E" and "I", having completed their duty in connection with the Staff Problem, returned to Clark Field, Friday January 19th, 1923.

1st Lieut. John R. Drumm and six soldiers are now on Detached Service at Fort Wm. McKinley. They will represent the Air Service, of Clark Field, during the annual Department Military Tournament to be held at that place.

Flying time for the week, exclusive of that flown by our personnel at Camp Nichols, totalled 53 man-hours.

Clark Field, Pampanga, P.I., January 30, 1923.

There are those who pride themselves on their "stroke" and "perfect control" on the golf course. During the past week, since opening of the golf links at Camp Stetsenburg, a number of Air Service officers have dug up their rusty clubs and made the circuit. Already the speech of the enthusiast has assumed the

familiar language of the "green", and those of us who are not as well acquainted with the game as any out-of-door man should be, have long since been lost in unfamiliar technicalities. However, there is a beginning to all things - likewise an end. We will make a start, gladly suffering the humility of the novice; but with the firm determination to outclass those who so freely hand us the laugh now.

Aerial activities for the week totalled 44 flights and 32 man-hours flying time.

Camp Nichols, Rizal, P.I., Jan. 13, 1923.

After the Christmas-New Year holidays, the Air Service started active participation in a tactical war problem, and which includes as participants all troops in this department. As a result, Flight Company "B", 2nd Squadron, stationed at Camp Nichols, has been on the alert continuously and missions are being sent out at all hours of the day. Flight Company "B" has at its disposal five DH4B's and two DH4B-Pl's; all the DH4B's are fully equipped for war service. While in the air, communication is maintained with the radio stations of the Signal Corps and the Air Service in the vicinity of operations. Each day from 8:00 a.m. to 1:00 p.m., for the past week, Flight "B" has also been furnishing planes and observers to view the naval torpedo practice taking place in Manila Bay. The primary object has been to observe the torpedoes as they run their course and assist the naval boats in recovering same. Considerable success along this line has been had and the Navy has recovered torpedoes which, under ordinary circumstances, would undoubtedly have been permanently lost.

Flight Company "E", Third Squadron, Camp Stotsenburg, comprising three ships, under the command of First Lieut. John I. Moore, arrived at this station January 9th to participate in the Staff Problem. Besides Lieut. Moore, other pilots and observers in the Flight included Lieuts. Baez, Thompson, Searl and Cook, who was later replaced by Lieut. Evans.

Flight Company "I", 28th Squadron (Bombardment), Camp Stotsenburg, under the command of Captain G.T. Collar, arrived at Camp Nichols on the 11th to participate in the Staff Problem. Included in the personnel of the Flight are Lieuts. Batten, Gravely, St. John and Beveridge.

Daily courier service is being maintained between Headquarters Northern Forces, at Camp Stotsenburg, and Headquarters Southern Forces, at Calamba. Airplanes are dispatched twice a day carrying dispatches and mail, which are proving of great benefit to the proper working out of the Staff Problem.

Fifteen enlisted men, who are due for an early return to the States, are enjoying a two weeks' stay at Baguio prior to their departure from this department.

The Camp Nichols baseball team, on Saturday, met defeat at the hands of the Navy team from the Cruiser "Black Hawk" by the score of 4 to 1.

Lieut. H.A. Halverson, who arrived from the States on the "Thomas", on the 8th, has been assigned to duty as Post Adjutant. Lieut. Vanaman and Lieut. Walker, who also arrived on the January transport, have been assigned to duty with the Provisional Administration Company. Warrant Officer Mason, who has just arrived from Bolling Field, has been assigned to the Philippine Air Depot for duty.

Warrant Officers Corcoran and Lassiter have been relieved from duty in the Philippine Air Depot effective on the date of the sailing of the transport "Thomas" for the United States.

Camp Nichols, Rizal, P.I., Jan. 20, 1923.

Camp Nichols returned to normal duties and duty hours with the ending of the tactical war problem.

Flight "E", Third Squadron, and Flight "I", 28th Squadron, both of Camp Stotsenburg, returned to their proper station with the ending of the war problem. Several of the officers of these flights obtained permission to week end in Manila. The arrival of the "Laconia" a Cunard Liner with a host of "Round the World" tourists is presumed to have been the attraction which prompted their decision to remain over.

Lieuts. Clifford C. Nutt and Edwin E. Aldrin left for a week-end visit to Baguio.

Recently a favored few witnessed a plane describing unusual evolutions around the flying field. Investigation developed that Captain Collar was flying for the benefit of a motion picture photographer who had his camera set up on the flying field. There seems to be something alluring in working for the movies, or was it May Allison, who was expected to arrive on the Laconia?

Captain Thomas J. Hanley, Jr., Commanding Officer of Camp Nichols, was sent to Sternberg General Hospital with a temporary disaffection. Captain Frederick R. Lafferty has assumed command in his absence.

Camp Nichols participated in many of the events of the Department Military Tournament at Camp McKinley and, in addition, put on a daily flying program. Lieuts. Eugene C. Batten and Edwin R. McReynolds made double parachute jumps.

Rockwell Air Intermediate Depot, Coronado, Calif., March 9, 1923.

This Depot is now in touch with the outside world by means of radio, as the new station, which has been under construction for the past several months, has been officially put in commission and radiograms are being transmitted and received in a very efficient manner by 1st Class Private Lufkin of the Air Service.

First Lieut. Warren A. Maxwell, A.S., from Grissy Field, was a visitor at this Post. He and Mrs. Maxwell motored down from San Francisco, taking in the various sightseeing side-trips enroute, and reported a very pleasant journey from the Bay City here. Lieut. Maxwell was stationed here during the Border Patrol days and his return as a visitor shows the spirit of most of the old-timers in the Air Service - once a San Diegan always a San Diegan.

Lieut. F.W. Seifert, A.S. Recruiting Officer for the San Diego District of the 9th Corps Area, reports recruiting brisk for the first nine days of the present month, in all branches of the service except Air and Signal. Recruiting for these two branches has been closed for some time in this district.

Rockwell Air Intermediate Depot, Coronado, Calif., March 16, 1923.

The Congressional Committee, now touring Southern California in connection with the Boulder Dam and Imperial Valley irrigation projects, is expected to visit San Diego, and arrangements for the entertainment of this committee by both the Army and Navy Air Service on North Island have been completed. The party, upon arrival at San Diego will be conducted to the various Navy activities around the Harbor of the Sun, and is scheduled to arrive at the Naval Air Station at 11:00 a.m. From that time on the party will be in the hands of the Army and Navy Airmen, and they may be assured from the records of past Congressional Committees, who have from time to time visited this island, that their entertainment will be of the highest class, as the Navy is always out for a big show whenever the opportunity presents itself.

While there has been no provision made for the ladies of the party to visit Rockwell Field, it is hoped by the bachelor officers that the Navy will condescend to allow at least a few to come over, as our social lions, although not so many, are just as congenial as our Naval heroes.

The Officers and Warrant Officers on duty at this Depot held a practice Pistol-Shoot Monday afternoon for the purpose of keeping their eagle eye and steady aim in trim, and from the scores made it will be seen that, in addition to their routine duties about the various activities at the Depot, they are always in condition to step on the range and pile up a fairly good score regardless of conditions. The regular "L" Target was used and 25 yards was the range shot from, the score being as follows:

	<u>Possible</u>	<u>Scored</u>	<u>Average</u>
Major H.H. Arnold	210	148	49.33
Maj. H.D. Munnikhuysen	210	121	40.33
Capt. R.G. Ervin	210	155	51.66
Lieut. V. Hine	280	188	47.
Lieut. J.P. Richter	280	204	51.
Lieut. L.H. Smith	280	198	49.5

	<u>Possible</u>	<u>Scored</u>	<u>Average</u>
Lieut. F.W. Seifert	280	240	60.
W.O. George Scott	280	201	50.25
W.O. Charles Payne at 25 yds.	140	63	31.5
" 15 "	140	97	48.5
W.O. J.W. Corcoran " 25 "	210	67	23.33
" 15 "	70	42	57.14

Captain John W. Signer, AirService, Commanding Officer of the 91st Aero Squadron, stationed at Crissy Field, was a visitor at this Depot during the past week.

Lieut. and Mrs. Warren A. Maxwell, who for the past two weeks have been visitors at this Field, returned to Crissy Field.

Air Service Technical School, Chanute Field, Rantoul, Ill, Feb. 28, 1923.

The Chanute Field Officers' Club was reorganized on the evening of Feb. 5th, and a new constitution and by-laws were submitted and unanimously adopted.

1st Lieut. Harold A. McGinnis was appointed Secretary and Treasurer. Major Follett Bradley and 1st Lieuts. Stanley Smith and Louis N. Eller were elected by the Club as the Board of Governors. The President of the Board of Governors is always the Commanding Officer of the Field - at the present time, Major F.L. Martin. The Board of Governors was charged with the responsibility of forming and directing the policies of the Club. The Club Building is being completely refurnished with new furniture and equipment. The social affairs of the Club are thriving. The spirit of loyalty and cooperation between the Club members has been increased manifold, and the entire morale of the corps of officers is much higher.

Scheduled social gatherings of the Club members are held twice monthly and in the event of a dance, those members who do not care to participate are entertained at card tables. A particular feature of the Club is the Honorary Membership which can be extended to any individual upon vote of the Club Members. Honorary Membership has been extended to 1st Lieut. Edwardo La Barde of the Cuban Army, who is now taking the Communications Course at this Field.

The first social gathering since the reorganization of the Officers' Club was a costume Ball held on Wednesday evening, February 21st, in the Club Building, under the auspices of the Board of Governors. Officers of the Garrison, their families and friends, attended the affair.

The Chanute Basketball Team and Boxers competed in an inter-station meet at Fort Sheridan, Ill. from February 11th to 13th inclusive. The basketball teams played a series of three games, Fort Sheridan winning two and Chanute Field winning one. The scores were - First Game: Fort Sheridan 33, Chanute Field 23; Second Game: Chanute Field 27, Fort Sheridan 26; Third Game: Fort Sheridan 28, Chanute Field 24.

The games were hotly contested and the outcome was doubtful in each game until the final whistle was blown. The boxers competed on Saturday night - contest held in all weights. Fort Sheridan won four bouts and Chanute Field three. In every contest the men were evenly matched and the bouts were hard fought. Private George Smith of Chanute Field especially distinguished himself, winning both the featherweight and lightweight bouts. The winners will compete in the Sixth Corps Area Championships to be held in March.

Air Service, Tennessee National Guard, March 16, 1923.

We were recently visited by Captain Fabian L. Pratt, M.C., the Flight Surgeon from Scott Field. Much to our glee we did not suffer any casualties and the bugaboo of a 609 will not haunt us again until next summer.

The new Adjutant General, William Caswell Boyd, has taken office and has evinced a decided interest in the Air Service. Our personnel and equipment made an excellent impression on him, and he has promised to assist and cooperate with us at all times. General Boyd was a Captain overseas in the 117th Infantry, 30th Division and is a D.S.C. man.

On March 11th Nashville was hit by a severe windstorm which did much damage in this vicinity. Between here and Memphis it reached proportions of a tornado and caused the death of over twenty people. At Blackwood Field it was very severe, unroofing one steel hangar and partially damaging four planes.

The agitation and unrest relative to the abolition of the Tennessee National Guard seems to have abated, and the only fight under way now is to secure a large enough State appropriation. For a few weeks it appeared as if Tennessee was about ready to follow in the wake of Wisconsin.

Div. Air Service, 1st Cavalry Div., Fort Bliss, Texas.

On his recent tour of inspection General Mitchell expressed himself as being highly pleased with the efficient manner in which the 12th Squadron was "carrying on". By conscientious attention to details it is our hope to keep for this command its splendid record of performance.

Major Heffernan and Lieuts. Wriston and Knapp, in connection with an extensive aerial photography program, have flown to Nogales, Phoenix, Douglas and other points in Arizona.

The 12th Squadron has new quarters. All of the temporary wooden barracks formerly occupied have been vacated and turned into store rooms and offices. The men now occupy that part of the new E. & R. Building in which the Finance Department had its offices. Everyone is highly pleased with the change.

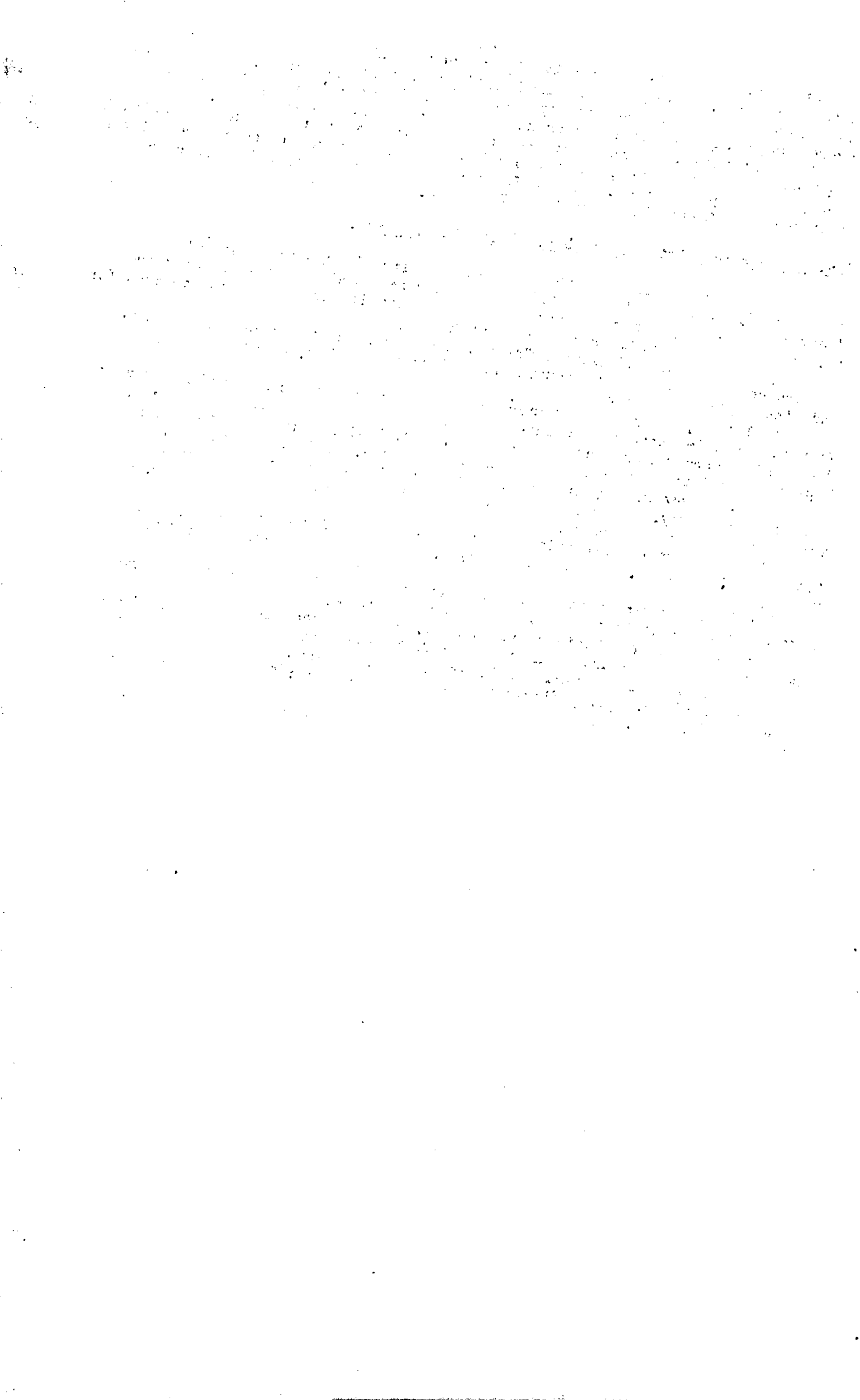
Lieut. Ployer P. Hill has been ordered to Chanute Field for a course in aerial photography. We understand that he will return to this station upon the completion of the course.

Lieut. Claire L. Chennault is now the Adjutant of the Division Air Service, 1st Cavalry Division, and Lieut. Harvey W. Prosser is now Exchange and Mess Officer.

The Division Air Service was inspected by Major General Lewis and came through with credit to themselves and to the service.

The pilots of the Western Aviation Co. who took part in the Flying Circus given in February are using the old polo field for landing, and reports have it that they are doing a thriving business carrying passengers.

Capt. David A. Myers, Flight Surgeon, has been transferred to the Hawaiian Department for duty.



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 5, 1923.

HIGH SPEED RECORD GOES TO THE ARMY AIR SERVICE

Records may come and records may go, but there is at least one aviation record that will remain forever in possession of the United States, and that is the speed record over one kilometer which Lieut. Russell L. Maughan, flying at an average speed of 236.587 miles an hour, established on March 29th at Wilbur Wright Field, Dayton, Ohio.

Under a new ruling of the Federation Aeronautique Internationale, speed trials over the one kilometer course (3,280.8 feet) were eliminated effective April 1, 1923, it being provided that hereafter the maximum speed trials will be flown over a three-kilometer course.

Lieut. Maughan of Crissy Field, and Lieut. Lester J. Maitland, of Bolling Field, D.C., arrived at Dayton about March 20th, and burned the air for several days at Wilbur Wright Field in their endeavor to wrest the world's speed record from the French speed merchant - Sadi Lecoq, whose record of 233.01 miles per hour, made on February 15th last, exceeded by a comfortable margin the one made by Brigadier General William Mitchell, Assistant Chief of Air Service, at Selfridge Field, Mt. Clemens, Mich., on October 16, 1922, i.e., 222.97 miles per hour. The General's record was homologated by the National Aeronautic Association as 224.38 m.p.h., and this record was submitted to the F.A.I. for official recognition. It appears, however, that General Mitchell's speed record had been calculated as the average of four times made over the one kilometer course instead of the average of the four speeds, as the rules provided, and hence the corrected record as officially recognized was placed at 222.97 M.P.H.

One and three kilometer straightaway courses had been laid out at Wilbur Wright Field, since the limited amount of space prevented the races being run at McCook Field. As before stated, the record over the one kilometer course had to be made before April first. March 26th was the day selected for the event, the public being invited. In spite of the extreme cold and high winds, thousands of people assembled at Wilbur Wright Field to witness the speed exhibition. The French record was bettered without great apparent difficulty, Lieut. Maughan covering four laps of the one-kilometer course at an average speed of 233.87 m.p.h. which figure exceeded Lecoq's record by about eight-tenths of a mile. This figure, however, could not be homologated, for the rules of the F.A.I. provide that "existing speed records can only be obtained by the minimum difference of four kilometers (2.485 miles) per hour." It was thought that this record could be materially improved, however, by the use of a new high speed propeller which had been designed and built at McCook Field.

This change was made, and on Thursday, March 29th, over the same course and with official observers and timers as specified by F.A.I. rulings, Lieut. Maitland succeeded in breaking all speed records with a comfortable margin to spare. Lieut. Maughan, preceding Lieut. Maitland, flew six times over the course, three south and three north, and his four best consecutive runs, according to the official statement by the Contest Committee of the National Aeronautic Association of U.S.A., were as follows:

Southbound, first flight	10.66 seconds
Northbound, first flight	<u>8.27</u> "
	18.93

18.93 divided by 2 gives average for two flights over course 9.465 seconds, equalling 380.348 K.P.H.

Southbound second flight	10.50
Northbound " "	<u>8.39</u>
	18.89

18.89 divided by 2 gives average for two flights over course 9.445 seconds, equalling 381.154 K.P.H. 380.348 and 381.154 divided by 2 gives average speed 380.751 K.P.H., or 236.587 miles per hour.

With regard to the performance of Lieut. Maitland, who exceeded Lieut. Maughan's record, making an average speed over one kilometer of 239.95 m.p.h., the Contest Committee makes the following statement:

"It has been necessary to discard the attempts made by Lieut. L.J. Maitland U.S. Army, in view of the fact that he did not maintain horizontal flight over the course as required by the rules and regulations of the Federation Aeronautique Internationale. This is deeply regretted by the National Aeronautic Association, for we realize that it was the full intention of Lieut. Maitland to maintain horizontal flight, and we regret that the regulations make it impossible to accept his speeds."

The Contest Committee further states that Lieut. Maughan's speed exceeds the record recently made by Sadi Leconte of France of 233.01 miles per hour by nearly four miles per hour. Lieut. Maitland exceeded the Leconte record in his two attempts, making a maximum speed of 239.95 miles per hour over the course. Maughan's maximum speed was at the rate of 435.308 kilometers per hour. In his dash of 8.27 seconds he attained a speed of approximately $4\frac{1}{2}$ miles per minute. Lieut. Maitland's performances in detail follow:

Maitland's First Attempt.

Southbound first flight	10.58 seconds
Northbound first flight	<u>8.40</u> "
	18.98 "
18.98 divided by 2 gives average for two flights over course	9.49 seconds,
equalling 379.346 K.P.H.	
Southbound second flight	10.39 seconds
Northbound second flight	<u>9.58</u> "
	19.97
19.97 divided by 2 gives average for two flights over course	9.985 seconds,
equalling 360.540 K.P.H.	379.346 and 360.540 divided by two gives average
speed 359.943 K.P.H.	

Maitland's Second Attempt.

Southbound first flight	10.59 seconds
Northbound first flight	<u>7.95</u>
	18.54
18.54 divided by 2 gives average for two flights over course	9.27 seconds,
equalling 388.349 K.P.H.	
Southbound second flight	10.72
Northbound second flight	<u>8.03</u>
	18.75
18.75 divided by 2 gives average for two flights over course	9.375 seconds,
equalling 384 K.P.H.	
388.349 and 384 divided by 2 gives average speed	386.174 K.P.H., or 239.95 miles
per hour.	

The directing official for the N.A.A. was Orville Wright; timers Odis A. Porter and L. Luzern Custer; observers, Orville Wright, Loring Wright, Charles M. Kelso and George B. Smith.

In a letter to Lieut. Maitland, the Contest Committee of the N.A.A. says:

"It is stated by Mr. Orville Wright, who acted as our official representative, that on two trips over the course your flight was not horizontal, as required by the rules. While we realize that this was unintentional on your part and that there was probably no speed gained by the descent credited against you, still it is impossible for us to accept the figures given. Believe us that it is with sincere regret that we are forced to eliminate your trials.

You have shown yourself to be one of the greatest high speed pilots in the world, and regardless of our inability to homologate your flight, it will always be felt that you have travelled faster than any human being on earth."

Fate continues to deal unkindly with Lieut. Maitland. In the Pulitzer Race he was, after the first lap, greatly handicapped by reason of the fact that the gasoline feeding device went awry and he was unable to concentrate his entire attention to the manipulation of his controls, since he had to use one hand continuously to pump gas. In his speed test a technicality robbed him of the fruits of victory. Of course, far be it from us to take away a single iota from Lieut. Maughan's excellent performance. Both are fine young men and sterling airplane pilots. They have beyond all question demonstrated their remarkable skill. But we can't help feeling that, since Lieut. Maughan already has the distinction of being the champion high speed pilot for 250 kilometers, Dame Fortune should have been a little more considerate in dealing with Lieut. Maitland and permitted him

to retain one high honor in the realm of aeronautics, so that there would have been glory for both of the Army's high speed airplane pilots. We noticed amongst the pictures taken of the Pulitzer Race that Lieut. Maughan sported the hind foot of one deceased little animal of the species generally credited with being the fastest thing on four legs. We don't know whether Lieut. Maitland carries anything in his hind pocket that is calculated to drive away the hoodoo. If he doesn't, we would suggest that, perhaps, the hind foot of a turtle might change his luck.

Seriously speaking, however, our Army Air Service pilots have certainly performed prodigious feats in aviation within the last year or so and, as a matter of fact, through them the United States now holds virtually all official aviation records of any consequence. This country, which for a time has been somewhat backward along certain phases of aeronautical activity, has experienced an awakening, and in the space of a very short time has amply demonstrated to the world that, as the birthplace of the airplane, it now occupies its rightful place in aeronautics, not only in airplane and engine design but in aircraft performance as well. A Curtiss Racing machine has shown its heels to the fastest airplane the best engineering skill abroad has thus far designed; the good old Liberty 12 engine is still king of them all, and several days ago nobly performed its task of running along uninterruptedly and keeping the Army Transport T-2 in the air for 36 hours and 5 minutes, thus enabling those two stars in the aeronautic firmament, Lieuts. Kelly and Macready, to establish at one and the same time a new official world's duration and maximum distance record, as well as hanging up new records for 2,500, 3,000, 3,500 and 4,000 kilometers. Thus in one day all of the aviation records heretofore held by French pilots went by the board. It is safe to say that they now thoroughly agree with General Sherman. But to go on. The old reliable Liberty, equipped with a supercharger, invented by an American aeronautical engineer at McCook Field, has enabled Lieut. Macready to climb to the highest altitude ever reached by a human being in an airplane.

In the matter of training airplane pilots, the Army Air Service stands pre-eminent. Unusual feats performed by our various airmen substantiate this statement in the fullest sense. Our pilots hold the official world's record for speed, duration, distance and altitude; we have pilots who have made a pioneer trip from New York to Nome, Alaska, and return, covering a stretch of country never before flown over, and pilots (a group of twelve) who just lately successfully negotiated a flight over land and water from San Antonio, Texas, to San Juan, Porto Rico, and return; we have a pilot (Lieut. Doolittle) who flew from the Atlantic to the Pacific coast within 24 hours and with only one intermediate stop; we have any number of pilots who made successful airplane flights half way across our continent and several who made the entire trip across with a number of intermediate stops. Other noteworthy feats could be mentioned if one went to the trouble to dig up statistics in addition to the feats given off-hand here.

A New York newspaper quoted General Mitchell as having declared, smilingly, upon the conclusion of the record duration flight, that "We hold every airplane record that was ever known, and if there is one around that we don't know of and if someone will tell us of it, we'll proceed to take it." Who wouldn't have such unbounded confidence after the long string of epoch-making achievements which the Air Service has accumulated.

Coming back to the question of speed records and studying the various developments in aircraft during the past 15 years, one cannot help but marvel at the amazing advancement that has been made in airplane speed performance. The early Wright machine made a speed of about 40 miles an hour, or two-thirds of a mile a minute. One might well imagine Orville Wright's feelings when, as the official observer of the N.A.A. Contest Committee, he saw Lieut. Maitland actually skim through the air at the terrific pace of $4\frac{1}{2}$ miles a minute - 281 miles an hour - approximately one-third as fast as the muzzle velocity of a pound and a half shell fired from a Vickers automatic gun, and one-sixth as fast as the muzzle velocity of a shell fired from a 14-inch or 16-inch coast defense gun.

We dare not venture to hazard a guess as to what the ultimate speed of an airplane is going to be.

OFFICIAL REPORT ON THE PORTO RICAN FLIGHT

In his official report covering the Porto Rican flight, Captain Thomas G. Lanphier, commanding officer of the expedition, gives an interesting account of the first organized attempt of the U.S. Army Air Service to reach one of our insular possessions by airplane. Previous issues of the NEWS LETTER gave some details in connection with this flight, so that in quoting Captain Lanphier's narrative we

shall begin with the flight from Miami, Fla., to Havana, Cuba, viz:

"We took the air at 7:35 a.m. Sunday, March 11th, assembled our formation over the field at Miami and started southeast for the Keys. The first 30 miles of the trip was over fairly good terrain. There are plenty of landing fields throughout this whole section. We then struck the Keys and from that point to Havana, a distance of 210 miles, we had no place to land in case of trouble except in the water, with the possible exception of a small field at Key West which, it is said, affords a suitable landing place if properly negotiated, but one which is not very large.

The trip down the Keys was the beginning of our first crossing of the water and we all experienced a few qualms, particularly when we were forced down to an altitude of about 500 feet by occasional rain. A great part of this time was spent in incessantly checking the instruments in our dashboard looking for trouble but by the time we reached Key West, we had assured ourselves that the "Old Liberty" was going to work and that looking for trouble would avail us nothing.

We cut loose from Key West at 9:40 and flew directly into a rainstorm, which was falling from about an 800 ft. ceiling. We lost sight of the Keys almost immediately. From then on for about 50 minutes we were out of sight of land, flying at an average altitude of about 2,000 feet. We were somewhat retarded by a slight southeast wind, but the crossing of 100 miles from Key West to Havana was made in about an hour. During the passage we saw the sub chaser, which the Naval Commander at Key West had sent out for us, and two other boats. We hit the Island of Cuba about five miles east of Moro Castle. As it was a very hazy morning, the first we saw of land was the white shore line where the surf hit the beach. It was a very welcome sight, indeed. We closed up to a tight formation, flew over the City of Havana and out to the landing field at Camp Columbia, where we landed at 10:40 a.m., covering the distance of 240 miles between Miami and Havana in 3 hours and 5 minutes. At Camp Columbia, the landing field in Havana, we were met by the Military Attache, representing the American Embassy, and by officers of the Cuban Army. Here we carried out our regular routine, first re-fueling, then cleaning and inspecting our planes. Afterwards we went to the Jockey Club, which was adjoining the field at Camp Columbia, and were guests of the American Embassy for luncheon. This was our first experience in Cuba and, needless to say, we were all very happy at the fortunate crossing which we had just completed and enjoyed this function very much.

While at Havana we checked the arrangements for re-fueling at Santa Clara and arranged for a further stop with the small tank photographic ship at Camaguey. The following day we were guests of the American Club for luncheon in Havana, and after paying our respects to the President of the Island, his various staff officers and the American Ambassador, we prepared to continue our journey on the 13th.

We took off from Camp Columbia the morning of March 13th at 8:40 and landed at Santa Clara at 11:45. This was the first time on our journey that we were not practically on our course all the time, but the maps of Cuba which we had were on a very small scale and none too accurate. The town of Santa Clara from the air was no different from many other towns in that immediate vicinity. If it had not been for the fact that the advance officer had placed a "T" in the field in which we were to land, it probably would have been a much longer time before we would eventually have found it. According to his instructions, the field lay southwest of town, next to a cemetery, in which most of the tombstones and fences were painted white, the cemetery being just south of a sugar mill. When we came to the section of the country in which Santa Clara is located, we found that every town in that vicinity answered exactly the same description and we finally were forced to go down and read the names on the railroad stations in order to definitely locate our position.

We landed at Santa Clara at 11:25. Here we were assisted in the handling of the gas and oil by soldiers of the Cuban Army. We finished our work, had a luncheon of sandwiches and cold beer and were ready to "shove off" at 1:50.

Arrangements for the photographic ship to land at Camaguey had not been completed. We therefore left this plane at Santa Clara with instructions to continue on to Camaguey early the following morning, there gas up and to join us at Guantanamo, which we were to make this same afternoon.

We took off from Santa Clara at 1:50 and flew down the remaining part of the Island of Cuba to Guantanamo Bay, a distance of 350 miles. The first 200 miles of this journey was over very good country, that is, country that was level and full of sugar cane fields, with an occasional pasture. The remaining part of the trip was over very rugged and very mountainous country. We climbed up 8000 feet and crossed the Sierra Maestra range at Santiago de Cuba. On crossing this range,

one of the most beautiful sights of our whole trip was encountered. Santiago is situated on a small harbor, which is entirely surrounded by mountains, whose average altitude is about 6000 feet. The city and harbor are very beautiful. As we passed over the mountains and came upon the city, there was a broken layer of clouds about 3000 feet below us, which added to the beauty of the picture. This, we believe, was really the most picturesque scene of the entire trip.

From Santiago we flew down the coast to Guantanamo Bay. This coastline is very rugged, many places having cliffs rising sheer out of the water for hundreds of feet. We landed at Guantanamo at Hicacal Beach at 6 o'clock, just as the sun was setting. During the entire trip from Santa Clara to Guantanamo we were retarded by a strong east wind, particularly during the last portion of the trip over the mountains.

At Guantanamo we were forced to change our regular routine for the reason that the gas was not on the field. However, it would have been impossible to have re-fuelled before darkness, which came on a very short time after we landed. This field had been used by the Navy Air Service some years before, but had been abandoned for a long time. We experienced our first taste of roughing it at this spot. We slept out on the beach on cots, with many mosquitos and the ubiquitous sand fly for company. The following day we gassed up, performed what little repairing, or re-tuning was necessary and waited for the photographic ship to arrive. We enjoyed bathing here "au naturel", in spite of the many tales that we had heard concerning sharks and berycidae. The photo ship came in just before dark, so late that we were unable to "gas" it before the following morning. However, we made arrangements to get up at daybreak and all work on this one plane, in order to be able to hop off for Port au Prince across the windward passage sufficiently early to avoid the strong trade winds which usually start blowing about 10 o'clock in the morning. We got up a little before 5 o'clock, gassed up the photographic ship, checked over the motor, made some slight alterations in rigging and after having breakfast, were ready to take off at 8 o'clock.

We left Guantanamo at 8:15, flew down along the coastline of Cuba to Point Negra and then began our crossing of the Windward Passage toward White Horse Point on the Island of Haiti. On leaving Point Negra, we encountered a storm, flew for about ten minutes in the rain about 500 ft. over the water, and then had clear weather and bright sunshine for the remainder of the passage.

The distance between Point Negra and White Horse Point is only 53 miles. It took us 57 minutes to make the crossing, owing to the fact that at 7000 ft. we seemed to make no progress at all against the strong trade winds which were blowing from the Northeast. From White Horse Point, we skirted the coastline of the Island of Haiti for a distance of about 20 miles, then hopped across an open bay 40 miles to St. Marc Point; thence down the coast line to Port au Prince. We had consumed so much time in making the crossing of the Windward Passage that the photographic ship with its small gas capacity, in order to make sure it would have sufficient gas to make Port au Prince, landed at the town of Gonaives and there, with the assistance of the local Marine Corps Guard, succeeded in getting sufficient gasoline to complete the remainder of the trip to Port au Prince.

We landed at Port au Prince at 11:40 and were met by General Russell, American High Commissioner of the Island of Haiti, and by Colonel Cain of the Marine Corps, Brigade Commander of that district. Here we were relieved of a great deal of the routine work upon our ships by the mechanics of the Marines observation squadron stationed at that point. We attended a reception given by the President of the Republic of Haiti, and in the evening were guests for dinner and a dance at the American Club of Port au Prince.

Port au Prince is located in a semi-circular harbor surrounded on three sides by mountains which cut off most of the trade winds and, therefore, make it very hot during the middle of the day. There is one remarkable thing about the Republic of Haiti which impresses itself upon one almost immediately upon visiting the Island and that is that the native population is entirely black without any mixtures, either yellow or brown. The reason for this is that when the slaves rebelled against the French, they killed every person on the Island who had a drop of white blood in his or her veins, so that now the only white people one meets in Haiti are the Marines and an occasional European or foreign visitor.

We arranged to leave Port au Prince early the morning of the 17th and we took off at 6:30 that morning. The crossing of the Island of Haiti and San Domingo was made over land practically the entire distance. It took us 2 1/2 hours to cover the distance of 150 miles, for the reason that we were still flying into the trade

winds and, although we had started early in the morning to avoid them, we were only successful for about the first 30 minutes on the trip. This flight was very picturesque, being for the most part over the rugged mountains of the Island.

We landed at San Domingo at 9 o'clock and were met by the President of the Republic, the General in command of the Marine Force of that Island and many officers and prominent people of the city. Here again we were assisted in caring for our planes by the Marine Squadron stationed at that point. At both these stations, Port au Prince and San Domingo, we received such courteous treatment from the Marines that I am sure every member of the expedition will always be grateful to the Marine Corps for the assistance and hospitality shown us on this trip.

We attended a dinner and dance that night given at the American Club of San Domingo by the Marines, and the following day we sent the photographic ship ahead to San Pedro de Macoris, in order to make sure that it would make the entire distance from that point to San Juan the following day with the remainder of the flight. This point is about 50 miles east of San Domingo City, leaving a distance of 215 miles for this plane to cover to San Juan. We took off from San Domingo City for San Juan at 5:50 a.m. the morning of March 19th and flew to San Pedro, there circled the city once and picked up the photographic ship. We had an escort of three Marine planes which were to accompany us to the east point of the Island, but immediately after leaving San Pedro we encountered severe storms, which drove us northward up into the mountains and we lost the Marines. We found many mountains in the Island which were not recorded on our maps and we were soon "taxying" through various canyons, avoiding as best we could the heavy tropical rains which surrounded us on all sides. After passing over the mountains we flew for some twenty minutes eastward over a very desolate country. That part of the Island is entirely covered by heavy jungle with no habitation of any nature.

We reached Cape Engano and there hopped off for the Island of Porto Rico, a distance of 90 miles. We had planned on flying to Point Espada, a Cape some 20 miles south of Cape Engano; from there to the Island of Mona and thence to the Island of Porto Rico, but the rainstorms which we had encountered had driven us so far north and we had lost so much time in negotiating that part of the trip that we realized it would be far better to go straight across than waste the time in going down to the Island of Mona and back up to Porto Rico. As it turned out, the photographic ship would not have been able to make the trip, that is to make the entire trip, had we tried to go down to Mona. Therefore, we hopped straight over on a course just a little south of east. The last view we had of land was the battered remains of two ship-wrecked vessels piled up on the reef at the Cape.

On leaving the Island of San Domingo, we were almost immediately engulfed in low clouds and haze, and for a space of 57 minutes we were entirely out of sight of either land or boats. We were oftentimes forced down to within 500 feet of the water by clouds. There was a very heavy sea running and a dense haze prevailed throughout the entire crossing. It took us so long to negotiate this passage that at times we feared that the strong wind we were facing must have blown us out to one side or the other of the Island of Porto Rico, but, finally, just as the situation appeared desperate, a little rock, named Desecho, appeared off to our right. The sight of this rock was undoubtedly the most gratifying experience of the whole trip, because it convinced us that we were on our course. We struck the Island of Porto Rico on a direct line for San Juan, just off the north shore of the Island. We flew along that shore and landed at San Juan at 9:50, taking us 4 hours to cover 265 miles. The photographic ship landed with practically no gas in its main tank.

At San Juan we were met by the representatives of the Governor of the Island and of the two Houses of Congress, also a representative of the Military Commander and various civic organizations of the city. It was two days before we had thoroughly rested from the severe nervous strain of the last leg of our journey from San Domingo to the City of San Juan.

We then began planning our return trip, which we decided to start on March 23rd. While at San Juan the photographic ship took many pictures. We paid our respects to the Governor and various government officials and were guests of the Governor of the Rotary Club of San Juan and of the Senate and House of Congress of the island and various functions.

We enjoyed the last two days of our stay in San Juan very much, particularly after we had become acquainted with some of the Porto Ricans who, of course, are of Spanish blood and educated both in Europe and the United States. There is one thing about the people of Porto Rico which impressed us very much, and that is that they are such good Americans and so proud of it.

On March 22nd, two planes piloted by Captain Thomas G. Lanphier and Lt. Charles B. Austin, with Lieuts. Ivan G. Moorman and C.V. Haynes as passengers, made a trip to the Virgin Islands. This trip was a voluntary one and was not part of the itinerary of the flight. We did not succeed in reaching St. Thomas, for the reason that when we got to the Virgin Islands they were entirely covered by a very severe tropical storm. We were forced, after flying through part of it, to return to San Juan. We saw enough of the islands, however, to assure us that they are seemingly of volcanic origin and, though small, very mountainous. Inquiry brought forth the information that probably the only possible landing field is at St. Thomas, just east of the town of Charlotte Amalie.

The return trip was begun at 9:15 a.m. on March 23rd. In the vicinity of San Juan we encountered local rains, but after leaving the Island we had a very favorable crossing of Mona Passage. This time we went the southern route down to the Island of Mona, from thence across to Point Espada and along the south coast of San Domingo to San Domingo City. We landed at San Domingo City at 11:40, covering the distance of 265 miles in two hours, 25 minutes, the same distance which on the outward trip had taken us four hours to negotiate.

At San Domingo City we decided to make a very thorough overhaul of all our planes before continuing and then to make as rapid progress on the return trip as might be consistent with the condition of the planes and the pilots.

We left San Domingo City on March 25th at 8:40 and landed at Port au Prince at 10:20, covering a distance of 150 miles. This trip was very impressive. The day was clear without haze and the mountains of San Domingo, which are very high and picturesque, stood out prominently. We took many pictures of this trip.

We left Port au Prince at 8:15 on the morning of March 26th, flew along the Coast of Haiti to Cape St. Nicholas Mole and thence across to Point Negra on the Island of Cuba. The crossing was made under excellent conditions, with almost perfect visibility and we were only out of sight of land for the space of about 15 minutes. We made the crossing at an altitude of 5,000 feet, flew along the south coast line to Guantanamo, where we landed at 10:45.

In order to secure the greatest benefit from the trade winds, we delayed our start from Guantanamo until 9:30 the following day, and set out on a direct course for Havana, a distance of 525 miles. We landed at Camp Columbia, Havana, at 2:50 p.m., requiring 5 hours, 20 minutes to negotiate the trip.

We left the photographic ship at Camaguey where it went down, although we had planned to have it land at Santa Clara. Later on we received a telegram from the pilot to the effect that he had gone down with oil trouble. He came on through the following day without further difficulty.

We stayed over a day in Havana, checking everything over in order to prepare for our final water hop to Miami.

We left Havana at 9:05 on the morning of March 29th, had an excellent crossing of the Florida Straits, and arrived at Key West in an hour and 5 minutes, followed the coast on up to Florida and landed at Miami at 12:05. This crossing was made in excellent condition. The three boats which the Navy Department had sent out from Key West were all in position and we checked them off as we passed them on our course.

We got some excellent pictures of Key West and the coast. After landing at Miami we all heaved a sigh of relief that our last water hop was finished. The following day the photographic ship was sent up on the beach to Daytona and we took off at 7:20 in the morning of March 31st for Savannah. This distance is 465 miles, but owing to the fact that we were retarded by a very strong wind blowing from the north, we did not land in Savannah until 1:05, after being 5 hours and 45 minutes in the air. Two of the ships came in on their emergency tanks.

We remained Easter Sunday in Savannah, where we were guests of the Chamber of Commerce for dinner the night of our arrival.

At 9:30 Monday morning, April 2nd, we took off for Pope Field, Fayetteville, N.C., 250 miles away, and landed there at 12:35. Leaving Savannah, we had about an 800 ft. ceiling over the field. We were forced down under 500 ft. shortly after crossing the river north of the town. The gasoline which we had gotten at Savannah was of very poor quality and all of our motors were sputtering very badly on the take-off and during the first part of the trip. We formed up over the field and started on our course. After going into the low clouds, we lost the photographic ship, which went back to Savannah and landed.

The rest of us continued on, landing at Fayetteville at 12:35. The trip after the first 30 minutes was very comfortable, with plenty of ceiling, except that we made very poor time owing to the fact that we were retarded by an adverse

wind. We had luncheon at Pope Field and then awaited the coming of the photographic ship. We finally decided to continue on to Langley Field and were just taking off when it came in. We gassed it up hurriedly, and in 15 minutes it was ready to continue the journey.

We left Pope Field at 4:05 and landed at 6 o'clock at Langley Field, after covering a distance of 200 miles. This part of the trip was made under very favorable conditions and everyone was very happy when we arrived in Langley, all intact. We were very cordially received there and enjoyed an impromptu dinner and dance at the Officers' Club that evening.

We had received word at Pope Field from the Assistant Chief of Air Service that the Chief and himself would meet us in the air at 11:40 a.m. the morning of April 3rd, over Fort Washington, just outside of the City of Washington. We timed our departure from Langley Field so as to coincide with these arrangements. We arrived at Fort Washington exactly at 11:40 and met this formation and were escorted by it into Washington.

"We landed at Bolling Field at 11:55, with joy in our hearts, for our journey was over and we were at last really home."

Major General Mason M. Patrick, Chief of Air Service, issued the following official statement in connection with the Porto Rican flight:

"The twelve Air Service pilots who flew from San Antonio, Texas, to the Island of Porto Rico and who landed at Bolling Field at noon today, ending their flight, have accomplished something really worth while. I am naturally proud of the enthusiasm with which they undertook their task and the skill with which they carried it through. Flying over strange countries, piloting land planes over considerable water areas, all without accident and on schedule time, they have given a remarkable demonstration not alone of the role which aircraft can play in national defense, but also of the possibilities of quick and easy communication by air with this one of our important island possessions. The flight could easily have been continued for the few remaining hundreds of miles to the mainland of South America.

Captain Lanphier and each and every one of the pilots who accompanied him are worthy of great commendation and by successfully carrying out their mission they have reflected great credit upon the Air Service."

AMERICAN BALLOON RACES SCHEDULED FOR INDEPENDENCE DAY

Fourteen balloons will start in the national elimination race from Indianapolis, Ind., on July 4th, according to announcement of the contest committee of the National Aeronautic Association, which approved the date for the annual balloon meet. Three of the entries promise some sensational departures from the usual balloon design, it is reported from Indianapolis, whose Aero Club and Chamber of Commerce jointly are promoting the contest. A purse of \$3,000 will be divided amongst the aeronauts winning the first six places, ranging from \$1,000 to the one finishing first to \$100 to the one finishing sixth.

The contest is for distance navigated, and the three leaders automatically become the entrants from the United States in the international balloon race to be held in Belgium next September. The Army and Navy air services will each enter two balloons at Indianapolis. The official starters, timers and observers will be appointed by the National Aeronautic Association, which is the sole representative in America of the world aeronautic federation, known as the F.A.I.

AIRPLANE RACES IN CHILE

In the air races which took place recently between El Bosque and Quintero, the President of the House of Deputies flew as a passenger in one of the fast airplanes. The flying school is located at El Bosque, and the occasion for the journey to Quintero was to unveil a monument to a Chilean statesman, but as many of the state dignitaries wanted to attend and preferred to go by air instead, the flight led to a race between the pilots as to who should get their "Senator" there first. Senor Pedro Rivas Vicuna and Senor Don Hector Zanatu, the former being president of the Deputies, were the first to land.

Captain Aracena, who piloted one of the planes in the race, was forced down by engine trouble forty kilometers from Casa Blanca. Spare parts were sent out from the flying field at El Bosque and the plane resumed the flight. No one was hurt.

Flyers in the American Army are interested in South American aviation, as they are personally acquainted with several of the flying officers of the Latin American countries, due to the fact that many of these fliers came to the United States to get their flying training through an act of courtesy on the part of the U.S. Government. Lieut. Enrique Zuniga Cooper was one of the popular Chilean aviators who took his training in the U.S. fields.

CHILE HONORS PIONEER AIRMAN

Declared the "illustrious guest" of the city of Santiago, Senor Alberto Santos Dumont, the famous Brazilian aviator, was given a most cordial welcome by officials and public alike on the occasion of his recent visit. Fifteen military airplanes took the air at once at the aviation school in his honor; a street was named for him; he was the center of many functions, and the recipient of the Al merito medal from the Government.

ANOTHER USE FOR THE AIRPLANE ✓

A Japanese newspaper, according to The Aeroplane (London) recently printed the following paragraph:

"Eruption is Observed: The Navy Department sent an airplane to Oshima Tuesday to observe the eruption of Mt. Mihara. The volcano is said to have subsided since."

We wonder if Vesuvius, Aetna and other famed volcanoes are now undergoing a series of tremors.

MILITARY AERONAUTICS IN FRANCE AND GREAT BRITAIN

The British Air Force was the subject of considerable debate recently in the British Parliament. Lieut.-Colonel Sir Samuel Hoare, Bart, D.S.O., Secretary of State for Air, in supporting his estimate for the Air Force for the next fiscal year, gave among other things a comparison of the strength of the Air Forces of Great Britain and France. He stated that at the end of the World War the British Royal Air Force was composed of 30,122 officers, 263,410 men and 3,300 service airplanes. Today it is composed of 3,071 officers, 27,499 airmen and 371 first line airplanes, that is, excluding reserve and training machines, a total personnel of 30,000 against nearly 300,000 at the end of the war.

In the case of France, Col. Hoare stated that it would be misleading to make a comparison of personnel, as so large a part of it is provided in France from purely military personnel, and hence the only accurate comparison is one of machines. When the Armistice was signed France had 3,600 service machines, while today she has approximately one third of that number - 1260. England today has only about one-tenth of its war air service. Not less than two-thirds of the British service machines are overseas, while three-fourths of the French machines are in France. Of the 34 British service squadrons, 18 are in Egypt, the Mediterranean and the Near East, six in India, four allotted to Naval work at home and one to army work at home, leaving only five service squadrons in Great Britain for home defense, - one attack squadron and four bombardment squadrons. France now has 32 fighting squadrons and a like number of bombardment squadrons. The French air program for 1925 contemplates a total of 2180 service machines, while the British government, even with the addition of the 15 additional regular squadrons recently authorized, will have but 575 service airplanes.

✓✓ STUDENTS FINISH COURSES OF INSTRUCTION AT McCOOK FIELD

April first saw the completion of two courses of instruction at the Engineering School, McCook Field, - one a five months' course in Aircraft Maintenance for Air Service officers, the other a three months' course for Air Service Reserve officers in General Maintenance of Aircraft and Equipment.

The first course, with Lieut. Oscar Monthan in charge, was attended by thirteen officers. The work included practical shop experience on different types of airplanes and in the maintenance and overhaul of Liberty 12 engines. In addition, subjects such as the testing of fuels, work in connection with materials, elementary mathematics and theory of flight were taught. The active interest of the students is a compliment to Lieut. Monthan's efforts, which with the cooperation of the engineers on the field were responsible for the success of the course.

Of the thirteen officers participating, eleven have been assigned to the Fairfield Air Intermediate Depot for a period of six weeks, where they will have the rare opportunity of studying actual repair depot conditions through a supplementary course in Production Overhaul of Service Equipment. During this time they will be placed in the various departments of the Depot. The eleven officers so assigned are First Lieuts. H. L. Clark, M.S. Fairchild, W.J. Hanlon, M. McCune, D.M. Myers, W.H. Reid, P.E. Skanse, H.F. Whitely and 2nd Lieuts. F.C. Fishback, E.C. Langmead and D.W. Norwood.

Of the two remaining of the thirteen classmen, Lieut. V.H. Strahm has been assigned to the Middletown Air Intermediate Depot, and Lieut. D.F. Stace to Selfridge Field, Mt. Clemens, Mich., his former station, in order to participate in the spring maneuvers planned there.

The course for Air Service Reserve officers was the first to be given at this school, and to it were assigned for instruction the five following men: Captain G.H. Keller, Philadelphia, Pa.; Lieut. Frank C. Crowley, Dorchester, Mass.; Lieut. E.H. Holterman, Woodstock, Vt.; Lieut. L.W. Stanton, Buffalo, N.Y. and Lieut. W.F. Watson, Newport, R.I.

During the course these officers were placed on flying status and permitted to fly different types of planes after receiving short instructions. The course was made up of practice and engineering theory in the proportion of about 70% practical work and 30% class work, and included experience in the shops at the field, in the rigging of Curtiss and DH planes and the overhauling of Wright Hispano motors. The men appeared to enjoy the course and became quite enthusiastic over the Engineering end of the Air Service.

It is not known at this time whether there will be another course for Reserve Officers given at this school. If there is another, the class will probably not exceed ten in number. The cooperation of the regular officers and employees was most excellent and demonstrated to these men that the Air Service and the Engineering Division were deeply interested in all Reserve activities.

SODDING A FLYING FIELD IS A GOOD INVESTMENT

The importance of sodding a flying field may be readily appreciated if the one at the Fairfield Air Intermediate Depot, Fairfield, O., may be taken as a fair example. A report from that field states that it has been practically impossible to get off the field during rainy weather without breaking a propeller, due to it being absolutely devoid of grass of any description. This, it can be realized, has greatly interfered with the flight testing of ships from the Repair Branch of the Depot, and in a great many cases the test hangar has been overflowed. The field in its present condition has cost the Air Service over a given period over \$3,000 worth of propellers, which were broken due to mud thrown up from the wet field. The work of planting and sodding the flying field with Bermuda grass has just been completed, and the expenditure of \$2,000 for this purpose will prove an excellent investment, as with the assistance of the rainy season now about to begin the Depot in the near future will have one of the best flying fields in the service.

OFFICERS' QUARTERS AT BROOKS FIELD TO BE IMPROVED

An allotment of \$5,000 has been received at Brooks Field, San Antonio, Texas, to be expended for the alteration and repair of officers' quarters. This work will be carried on immediately under the direction of Capt. Bert Cooper, Quartermaster. This money was urgently needed, and will greatly improve conditions in the few quarters which are available at the field. A slight increase in the allotment for the care and improvement of grounds was also received, and will be put to immediate use.

PACIFIC COAST SEAPORTS PHOTOGRAPHED FROM THE AIR

The work of photographing the seaports of the west coast was resumed the first week in April by the 15th Photo Section, Crissy Field, when Lieut. Goldsborough, pilot, with Sgt. Klutz, photographer, and Private Fatt, pilot, with Private Carlow, photographer, took off for the north from Crissy Field, Presidio of San Francisco, Calif. This work was commenced some weeks ago and terminated the day after the flight was started when Lieut. Maughan had a forced landing in the river near Eugene, Oregon, losing maps, camera, ship, and Private Carlow's new civilian overcoat. The present expedition has new ships, maps and cameras, and when last heard from was going strong in the vicinity of Eugene, Oregon.

Our Crissy Field correspondent is unable to report as to whether Private Carlow has acquired new civilian raiment with which to knock dead the northern natives.

HOW FAR DOES A DH4B ROLL?

The Tenth School Group at Kelly Field, San Antonio, Texas, recently conducted experiments for a period of several weeks to determine the distance a DH4B will roll on an average field, against an average wind, piloted by an average pilot. The calculations were based on the performance of nine pilots, each of whom made ten landings. The first experiment was with the spark advanced and both switches on until the ship had come to a standstill. The results averaged as follows:

Yards rolled, 214; yards short of landing, 17.6; yards over landing line, 21.4; wind velocity, m.p.h., 14.4; three point landings, 78.89%, wheels first landings, 7.77%, tail first landings, 10%, porpoise landings 3.34%; largest number of yards rolled, 360; smallest number of yards rolled, 116.

The second experiment was with the spark retarded, one switch cut and the other off and on, enough to keep the propeller from stopping. The averages were as follows: Yards rolled, 161.6; yards short of landing line, 23.5; yards over landing line, 15.3; wind velocity, m.p.h., 14.1; three point landings, 77.78%; tail first landings, 12.22%; wheels first landings 8.89%, porpoise landings, 1.11%; longest landing, 264 yards, shortest landing, 101 yards; longest landing average, 197 yards; shortest landing average, 133.2 yards.

The next experiment to be conducted will be landing over a 10-ft. obstacle with spark advanced and both switches on. This experiment has not been completed.

Although these landings are made in a straight line, it is estimated that the pilot could safely turn to the right or left to prevent running into a fence the last fifty or sixty yards of the distance rolled.

Another outstanding feature of the experiments is that side slips, skids and other trick landings are not the best means to get into a small field, but the shortest landing can be obtained by settling to the point the pilot desires to set his ship on the ground with motor throttled, nose up enough to have a minimum speed.

The 10th School Group will be glad to receive the records of experiments and remarks regarding experiments of this kind that may have been conducted at other stations.

41st SQUADRON ENJOYS A FISH FRY

Asherton, Texas, was officially placed on the map the latter part of March when Lieuts. Rice and Biggs, of the 41st School Squadron, Kelly Field, made the first landing in the history of the town. The pilots were welcomed by the entire community, including Mexicans from farms several miles distant. The field had been cleared and rolled, a landing "T" installed and the High School flag raised to verify the wind direction against the landing "T". The chief amusement of the pilots was hooking the elusive fish from a tank that had been sacred since it was stocked in 1912.

The pilots returned to Kelly Field in slightly over an hour's flying. Train service from this town to San Antonio is between seven and eight hours time.

The officers of the 41st expressed great pleasure over the fish fry that resulted.

AIRSHIP TC-1 ARRIVES AT SCOTT FIELD

The newest and largest airship in the U.S. Army (TC-1) arrived at Scott Field from Akron, Ohio, at 5:00 p.m. on Monday, April 9th, thus marking an additional step in the development of this field as the chief lighter-than-air flying station in the United States. The big craft, which cost about \$60,000, will be used for cross-country training trips.

The TC-1 is the sixth power craft in service at Scott Field, in addition to a DeHaviland airplane. There are also at the field a number of captive observation balloons. Three more ships are expected soon, and possibly four others by July 1st, as well as several DeHavilands.

The airship was flown to Scott Field from the air station of the Goodyear Tire and Rubber Co., which built it, and the approximate distance of 500 miles was covered in an actual flying time of 12 hours and 50 minutes, about five hours less than it takes an express train to go from St. Louis to Akron.

The take-off was at 3:15 a.m. Eastern time, and the landing at Scott Field at 5:40 p.m. Central time. A stop of two hours and 35 minutes for rest, food, fuel and minor repair of an exhaust pipe, was made at Fort Benjamin Harrison, near Indianapolis, Ind. The crew comprised four men from Scott Field, - Lieut. F.M. McKee in charge, Lieut. Clyde A. Kuntz, and Sergeants Olin Brown and Harry Barnes. Lieut. James C. Gluck, of Washington, D.C., was along as official observer, and an observer from the manufacturers was aboard also. The trip was uneventful as flights go under good atmospheric conditions, the fliers said. Most of the time the ship flew between 1200 to 1500 feet altitude, with an average speed of 38 m.p.h. a head wind slowing the craft's progress. Sometimes it would sway until the bag and car were far from vertical, and then swing to the opposite side, making at least one member of the crew a bit "seasick" for a while.

The ship flew low while the cameramen worked in the fading light. The crew waved in response to the signals from the earth. A big circle was described over the field, the customary signal for landing. The craft swooped down, with motors off, but the wind blew a bit too much. Another circle was made, under power, and another idling swoop. The landing guides were then let go and the large craft was brought to the earth.

The TC-1 has a gas capacity of 206,000 cubic feet and is not much larger than the D-2, which was erected at Scott Field recently.

STUDENT PILOTS ARE NEARING COMPLETION OF PRIMARY FLYING COURSE

Students undergoing primary flying training at Brooks Field, San Antonio, Texas, have just completed their work on Liberty motors, and 2nd Lieut. D.W. Watkins, instructor in motors, has handed in the final examinations. The class is now studying rotary motors and, upon completion of this subject, which will require a period of several weeks, the remainder of the shop work will be on rigging. First Lieut. Charles C. Chauncey, Officer in Charge of Ground School instruction, is also preparing for about twenty days' work for all the students on the machine gun range. This will be the concluding instruction in the ground school work. The class will be graduated about May 20th, and will then move to Kelly Field for its advanced training.

The class of twelve National Guard officers taking flying training will have completed its work on May 1st, and these officers are putting in long hours each day completing their intensive schedule of both flying and ground training.

POPULARIZING AIRCRAFT IN SOUTHERN CALIFORNIA

Airplanes in Southern California are as thick as flies - almost. On March 14th last authority was received at the Rockwell Air Intermediate Depot, Coronado, Calif., to sell to the general public the large stock of Thomas-Morse, single-seater scout biplanes in storage there, and, from the number of sales which have been made up to the present, the indications are that they will not last long, as everyone seems to be in the market for a Thomas-Morse. To date 67 planes have been sold to ex-fliers, would-be-fliers, real estate men, automobile dealers, and speculators, and should these individuals ever get together and put over an Air Review of the privately owned ships in San Diego, it would make the famous "Peace Pageant of the Sky," which on November 27, 1918, startled the Aviation World by putting 212 planes in the air at one time, look like thirty cents. It appears that, in addition to the Thomas-Morse Scouts, 154 Curtiss JN's have been sold within the last few months, and the airplane is getting to be a very common sight wherever you travel throughout Southern California.

Real estate men are using them as an inducement to sell their lots, as each purchaser of a lot now gets a chance on an airplane, and the holder of the lucky number takes home a beautifully painted ship for his son to travel in back and forth to the beaches. One of the large wholesale bakeries is flying a Curtiss all dolled up with a large loaf of whole wheat bread on one side, with the letters on the under wing: "Eat Barker's Bread," and it will not be long before we will have the roofs of our mouths sunburned reading the advertisements as they pass over us thru the air. Reserve officers of the Air Service are also taking advantage of these sales, and a number of ships have been sold to them. This has a two-fold advantage, as it not only acts as a pleasure craft for the officer but also keeps him in flying trim and lessens the work of the refresher course by giving the instructor more time to assist the ones who are not so fortunate in owning their machines.

GENERAL PATRICK INSPECTS BROOKS FIELD

Major General Mason M. Patrick, Chief of Air Service, made an inspection of Brooks Field, San Antonio, Texas, on April 10th. Very adverse weather conditions did not give him an opportunity to watch the flying of the students. He was given a reception at the Officers' Club that night, at a dinner dance, and the following morning made a short visit in a DH plane with Major Dargue as pilot. The General was greatly pleased with the conditions as he found them on the field.

TWO CLOSE SQUEAKS

Our Brooks Field Correspondent writes that Lady Luck continues to preside over the flying training of the present class in the Primary Flying School, and her efforts in the second week of April were nothing short of miraculous. There were two complete washouts of planes during the week, but in neither case was the pilot injured to any extent. Second Lieut. Mervis E. Gross, who had the first crash, was flying at about 100 feet altitude when he banked sharply to avoid crossing the path of another plane, and was so intent on watching the course of the other ship that he went into a spin. The crash wrecked his plane beyond repair, but his only injury was a small cut on his forehead.

Flying Cadet H.W. Fowler, who is a holdover student from the preceding class, and who has been acting as flight leader in the formation flying training, had a still more marvelous escape than Lieut. Gross. He had led a formation of planes to Gonzales and was taking off for the return flight when the accident happened. He had gained about 250 feet of altitude when his motor cut on a turn, and his plane went into a spin, from which he was unable to get out of. The crash completely demolished the entire plane, and after the motor and instruments had been removed, the wreckage was burned. Cadet Fowler had only a few minor bruises to show for his fall.

NOTES FROM AIR SERVICE FIELDS

Kelly Field, San Antonio, Texas, March 24, 1923.

THIRD ATTACK GROUP

THIRTEENTH ATTACK SQUADRON: The test march to Laredo, Texas, was postponed until the first of April. In the meantime a preliminary inspection was held by the Post Commander, who expressed himself as pleased with the progress the organization was making in preparing for the field. The organization is working still harder to make the test a certain success.

Despite the busy period incident to the Laredo trip, the squadron baseball team found time to beat the 8th Attack Squadron to the tune of 3 to 1. The game was hotly contested, more zest being added, due to the fact that several wagers had been made as to the outcome. Brown, pitching for the 13th, established a record in army baseball when he disposed of the first nine opposing batters on eleven pitched balls. As a result of this game it is probable that the 8th Squadron personnel will be in dire financial straits for the next few months.

The Squadron Commander, Captain Harvey, has been keeping the GAX's working during the past week, and has turned several new GAX pilots loose. If the present pace is maintained some of the GAX's will be showing a "Time in air" record that will make even a JN6 hide its face in shame.

NINETIETH ATTACK SQUADRON: Now that spring is here, we have observed several would be anglers overhauling their equipment and saying that the finny tribe had best take to the deep waters. Sergeant Meloney, our amiable Group Sergeant-Major, is seen several nights each week coming in after dark, fishing poles sticking out the sides of the car but no apparent signs of fish.

Lieut. Kemmer, Group Transportation Officer, made a cross-country trip to Bartlesville, Okla., on Friday, returning Monday. The trip was made without any unusual incidents.

Technical Sergeants McDaniel and Wallace, 60th Service Squadron, borrowed one of our cross-country ships for a flight to Hillsboro, Texas, to look over a plane that had a forced landing at that place.

There has been considerable activity in the flying department the past week. Field orders requiring attacks on simulated enemy positions, formation flying, special missions, group formations and usual routine test flights have been the order of the week.

Major Burwell, the new Wing Operations Officer, has adopted the 90th for the flight to furnish ships for his flying. We are glad to have the Major with us and know he will always find the 90th ships Okay.

TWENTY-SIXTH ATTACK SQUADRON: Lieut. Clark made a cross-country flight to Del Rio, Texas, ferrying Private Hyde there for duty as caretaker.

During the past week there has been considerable flying by the squadron, consisting of bombing and machine gun maneuvers, most of which has been covered by Field Orders.

SIXTIETH SERVICE SQUADRON: Colonel Culver, Air Officer, with Sergeant Clark as mechanic, made a cross-country flight to Laredo, Texas, in three hours flying, without unusual incidents.

Lieut. Heffley, recently assigned to the organization, has been appointed Engineering and Operations Officer.

EIGHTH ATTACK SQUADRON: Lieut. Carr with Lieut. Gregg as passenger, made a cross-country flight to Laredo, Texas. The return was delayed by inclement weather.

Flying for the week consisted of formation and radio telephone communication flights as well as the tactical maneuvers as per training schedule for the Group. Total flying time for the week was 17 hours, 35 minutes.

Ground work for the commissioned and enlisted personnel consisted of instructions and practice in radio-telephone communication and tactical maneuvers, as well as regular attendance at the mechanical and gunnery schools.

TENTH SCHOOL GROUP

Major C. J. Browne, Director of Bombardment Training, reported back to the Group from temporary duty at Washington, D.C., Aberdeen and Rock Island Arsenal. Capt. Donald Wilson, Air Service, left for a month's leave which he will spend in Baltimore, Maryland.

Capt. C.E. Giffin, was on cross country at Brownsville, Texas, from Tuesday until Saturday on a photographic project.

The golf course at Kelly Field has been completed and now it is possible to play all nine holes. This course is located between the San Antonio Air Intermediate Depot and Kelly Field No. 2.

FORTY-THIRD SCHOOL SQUADRON: A shipment of SE5A's is expected to arrive at this station to be assigned to this organization, and plans are made to receive them.

SIXTY-EIGHTH SERVICE SQUADRON: The baseball team won from the 60th Service Squadron last Wednesday, score 8 to 5, and from the 8th Attack Squadron on Friday, score 35 to 9.

FIELD NOTES.

Major H.S. Burwell reported for duty from Washington, D.C., and has been appointed Wing Operations Officer.

Plans are being formulated for a new Wing Operations hut to be located between hangars 12 and 13. The present location has been found unsuitable due to the fact that it is not in the center of the field. The new location will make conditions more convenient for both the groups.

Parachute classes for all officers of the Post are progressing rapidly under the guidance of Lieut. Jones, Post Parachute Officer, assisted by Master Sergeant Bottriel, Staff Sergeant Bird, Corporal Grandy and Private Dryden. Classes for the Attack Group officers are held during the mornings, and for the School Group officers during the afternoons. The mornings and afternoons are divided into three periods of one hour each, the morning from 9 to 10, 10 to 11, and 11 to 12, and the afternoon from 1 to 2, 2 to 3, and 3 to 4. Instructions given students consist of: First day, lectures; second day, nomenclature, packing and folding as observed by student; third day, packing and folding by the individual; and fourth day, fitting of the parachute harness as observed by each student.

Upon completion of the present class for officers, each enlisted man on a flying status will be required to attend classes covering the same work as officers.

Capt. Hastey of the Air Office has been a frequent visitor to the field of late, for the purpose of flying.

The Kelly Field polo team played the Corps Area Headquarters team, at the Fort Sam Houston Polo Field, winning by the score of 9 to 8.

Kelly Field, San Antonio, Texas, March 31, 1923.

FORTY-SECOND SCHOOL SQUADRON: Last Saturday, Lieut. Roberson flew one of our DH4B's to Ellington Field and returned the same day. Capt. Giffin also returned from a photographic mission to Brownsville, Texas. He took with him on this trip our new 110 gallon photographic ship and stated that he liked the many improvements, among them the aileron paddles.

There was no flying this week because of rain and a heavy field. Thursday morning seven of our DH4B's were taxied out to the inspection line preparatory to an aerial review, but as soon as the last ship was in line it commenced raining again.

THIRD ATTACK GROUP

THIRTEENTH ATTACK SQUADRON: Last Saturday the squadron participated in a dismounted and aerial review for the Post Commander. This squadron furnished a formation of three planes for the aerial review.

Very little has been done during the past week due to inclement weather. The Engineering Department have been working on the squadron transport ready for the trip to Laredo, Texas.

TWENTY-SIXTH ATTACK SQUADRON: On Saturday Lieuts. Robinson and O'Connell, accompanied by Sergeants Marsh and Payne, made a cross-country flight to Cotulla, returning on Sunday. They spent the time fishing and caught quite a large number.

This Squadron received two new ships from the S.A.A.I.D., making a total of seven ships on hand. Due to the inclement weather prevailing during the past week little flying was done in the organization. The muddy condition of the flying field caused the cancellation of the aerial review scheduled for Thursday.

The squadron has placed new fences around the barracks, and has also been working on gravel paths in the squadron area.

Technical Sergeant Bills was transferred to the 41st Squadron, School Group.

SIXTIETH SERVICE SQUADRON: A 135-gallon DH4B was transferred to this organization from the 90th Squadron to be used in going after wrecks.

Technical Sgt. McDaniel, using a ship of the 90th Squadron, with Tech. Sgt. Wallace as mechanic, left for Hillsboro, Texas, to do some trouble shooting on a Post Field ship flown by Lieut. Rich, of this organization, enroute to Kelly Field. A forced landing had been made there to replenish the fuel supply and later motor trouble developed, causing the Lieutenant and his mechanic to leave the ship in a field near Hillsboro and resume their journey via train.

On the following day Lieut. Heffley, Engineering and Operations Officer, with Tech. Sgt. McDaniel as passenger, made another flight to Hillsboro, Texas, in order that the Sergeant could fly the Post Field ship to Kelly Field. Lieut. Heffley flew a DeHaviland belonging to the 90th Attack Squadron. They left at 9:20 A.M. and returned with both ships at 4:00 P.M.

Capt. Hastey, assistant to the Corps Area Air Officer, with Private Grant of the 1st Wing Headquarters Detachment as mechanic, made a cross-country trip to McAllen, Texas, Saturday, and returned Sunday afternoon. Capt. Hastey flew a DH4B-3, known as the "Blue Bird", assigned to the Corps Area Air Office.

The Service Squadron played at McDonna Sunday and lost a hard fought game six to seven. The team showed a great deal of improvement and will be a serious contender for the Kelly Field title.

EIGHTH ATTACK SQUADRON: During the week the officers of this organization participated in daily formations, radio telephone and machine gun practise flights, ending in a review on Saturday. Five planes were flown in the flight from this organization. Flying operations were limited during the past week by the inclement weather.

Lieut. Carr, pilot with Sgt. Weaver as passenger, proceeded across country to Mt. Vernon, Texas, returning the same day with a total flying time of 8 hours and 40 minutes in four flights.

Attendance at the various schools for the officers and enlisted men, in parachutes, mechanical and gunnery has been required.

Total flying time for the week was 23 hours and 45 minutes.

NINETIETH ATTACK SQUADRON: Our organization participated in the dismounted and aerial review before the Post Commander last Saturday morning.

Lieut. Strickland and Lieut. Van Meter (Quartermaster at this station) flew a 90th Squadron ship to Dallas, and spent the week end there.

Lieut. Gates made another cross-country trip to Houston for the purpose of training pigeons.

Lieut. Kemmer and Private Ghormley made an uneventful cross-country trip to Bartlesville, Okla. the past week.

Brooks Field, San Antonio, Texas, April 7, 1923.

Although there were three days of poor flying weather during the week, a total of 630 aircraft hours was rolled up by the three stages. The more advanced students in the present class completed their preliminary formation flying and started on cross-country work. Two crashes resulted during the cross-country flying. 2nd Lieut. L.C. Catlett had a forced landing, due to a clogged gas line, and turned a flip on to his back in a soft plowed field, but escaped even being scratched. The second crash was in a plane piloted by 2nd Lieut. Edmund C. Lynch and Flying Cadet Jesse B. Stowe. Cadet Stowe stalled in a steep bank near the ground, while

preparing to land near Smithville, and crashed to the ground. Lieut. Lynch, in the front seat, suffered only a small bruise on his nose, while Stowe received a cut on the side of his head, which required six stitches to close.

With good weather the coming week, it is expected that nearly all of the students in the present class will have been given a chance to pass their flying tests. Test Pilot John D. Corkille has passed fifteen thus far, and has a full schedule of appointments with prospective flyers for the next week.

Capt. Paul Bock and Lieuts. Julian B. Haddon and Townsend Griffiss have been appointed as a committee to arrange for a reception in honor of Major-General Mason M. Patrick during his visit to the Post next week. All of the officers of the Post expect to attend the dance in General Patrick's honor.

About sixty candidates for the baseball team reported to Lieut. Harlan W. Holden, coach, for try outs. This squad has now been cut to about twenty-five men. The real competition for place on the team centers around second base, where five candidates are waging a close fight for the two positions. Lieut. R.W.C. Wimsatt, recreation officer, is arranging an attractive schedule for the team.

At the semi-annual election of officers for the Brooks Field Officers' Club, last week, the following were elected: President, 1st Lieut. Hoz McClellan; Vice-President, 2nd Lieut. Dudley W. Watkins; Secretary, and Treasurer, Capt. Robert C. Candee; Board of Governors - 1st Lieut. Clement McMullen, 1st Lieut. Charles C. Chauncey and 2nd Lieut. Julian B. Haddon.

Rockwell Air Intermediate Depot, Coronado, Calif., March 23, 1923.

The Congressional Committee, scheduled to visit this Depot on Monday, arrived as per program and spent nearly the entire time inspecting the various Army and Naval activities around San Diego. An Aerial Review was given by the Naval Air-men, which caused many very complimentary remarks from the visitors. During the afternoon the party was conducted through the various shops of the Rockwell Air Intermediate Depot and appeared to be very much interested in the efficient manner in which the Depot is being operated.

Lieuts. Wm. C. Goldsborough and Walter Miller ferried two ships here from Crissy Field, for overhaul, bringing with them as passengers, Capt. S.A. Hamilton, C.A.C., of the Presidio of San Francisco, and Pvt. 1st Class R.H. Woods, A.S., Crissy Field. Private Woods comes to take charge of the Radio Station, which has just been completed at this Depot. After spending a very pleasant week-end, Lieuts. Goldsborough and Miller returned to Crissy Field, Tuesday in DH4B43 #23-468, which was fitted up at this Depot for Lt. Col. Gillmore, Air Officer, 9th Corps Area; also DH4BP1 #63123, for use in the 15th Photo Section. Capt. Hamilton and Private Lufkin, A.S. returned as passengers. Pvt. Lufkin has been here for the past two months completing the Radio Station, and too much credit can not be given him for the efficient manner in which this work was carried out. We now have one of the finest radio stations in this vicinity, and broadcasting from Chicago, St. Louis and Kansas City has been heard here distinctly.

Major H.H. Arnold has been invited to give a short talk on Aviation, Friday noon at the weekly luncheon given by the Sciots, a Masonic organization in San Diego. Major Arnold is one of the few men now living who flew with the Wright brothers in the world's first airplane. He is expected to give the Sciots a brief but graphic account of military aviation.

Mr. Joseph Escher, who has been employed at this Depot for the past three years, in the Engineering Division, passed away at his home in San Diego on March 21, 1923. Mr. Escher was one of the most efficient and skilled workmen at this Depot and his demise will be keenly felt in the shops, where he was held in the high esteem of all his fellow-workmen.

Rockwell Air Intermediate Depot, Coronado, Calif., March 30, 1923.

Capt. C. R. Benney, Dental Corps, has reported for temporary duty in connection with the filling and pulling of molars from the jaws of the Officers and enlisted men at this Depot. We all welcome Capt. Benney, as it has been some time since the Dental Corps has had a representative on duty here, and while his visit may be a little painful to some, the majority of the personnel need but a minor overhaul to put their masticating system in good order.

Orders have been received transferring Corporal Charles H. Felix, Detached Enlisted Mens List, to Fort McArthur, San Pedro, Calif. Corporal Felix has been

on duty in the Recruiting Office here for the past six months, and it is regretted by his many friends that these orders have been issued, as Corporal Felix is an old-timer in the Army and the pleasant, but military greetings he gave the recruit did much to increase the efficiency of his office. It is hoped that Corporal Felix will find himself in congenial company and pleasant surroundings at his new station.

Crissy Field, Presidio of San Francisco, Calif., April 7, 1923.

With the return to duty recently of Lieuts. Barnett, Benton, Maxwell and Selff the O.D. situation has been considerably relieved. Lieut. Selff and family returned from a leave spent in New England, via the Panama Canal, and the Hawaiian Islands, thus qualifying all hands for naval longevity ratings.

Col. Gillmore, Air Officer, 9th Corps Area, escorted a formation of six planes to Mather Field last week, returning the same day. The Colonel is flying a new modified DH brought up from Rockwell recently by Lieut. Miller, Engineering Officer. At the same time Lieut. Goldsborough brought up the latest thing in Photo ships, which he is now using up in Washington.

The flight was inspected by the congressional delegation which has been investigating the Hetch Hetchy project. The planes were lined up on each side of the concrete concourse with the crews at their posts and the officers arranged in as straight a line as the conformation of Lieut. Selff would permit. Two of the inspecting party, Congressmen Carter and Peoples, made flights with Lieut. Benton and Master Sgt. Steinle. Sgt. Steinle was chosen by virtue of the fact that, having spent some years at Bolling Field, he undoubtedly had more experience in flying Statesmen, both Democratic and Republican, than any pilot on the field.

The Crissy Field Golf Tournament has now progressed to the semi finals. Lieuts. Maxwell, Marriner, Dallas and Catlin are about to go to bat, to decide which two will play off the finals for the first prize described as "A valuable object", which, it is understood, languished on the shelves of the Post Exchange for a year or more. There are incidental prizes, however, awarded to holders of high or low medal scores. Lieut. Miller looks as though he would take down the low score prize - a half dozen golf balls (new). Here's hoping that the possession of six (6) brand new golf balls all at once won't prevent the Lieutenant from recognizing his comparatively destitute friends, most of us never having seen as many as six new balls outside of a store.

San Antonio Air Intermediate Depot, Kelly Field, Texas, March 22, 1923.

During his spare moments Major Frank D. Lackland, Commanding Officer, San Antonio Air Intermediate Depot, personally directed the laying out of a nine hole golf course at this Station. Attractive sand boxes, raised T's and sand traps, bunkers and other annoying obstructions adorn our course. This, when completed, will be tied to the course laid out by Kelly Field No. 2, and will be second only to the Famous Brackenridge Course of San Antonio, which, by the way, is conceded to be the sportiest course in the country.

In a recent issue of the weekly News Letter an article appeared on "Lieut. Thoret's Gliding Feat". The article stated that this Famous French Pilot remained in a glide for 7 hours and 3 minutes. It is believed that this was an aerial glide, however, if it happened to be of the danseuse variety we "rare up and notify the world" that there are seven officers, two Warrant officers and a time clerk who will be glad of the opportunity of out-gliding the snappy little Frenchman any time after working hours and do it on one wheel and wear a crutch besides.

It is the policy at this station to take our stenos and clerks to the carline in specially built reconnaissance trucks. Some of our movie fan stencos have stated that unless we furnish drivers of the "Sheik" variety, they would rather walk. A drive for blonde and turbaned "Sheiks" will soon begin. It is requested that all applicants submit their pictures.

Mrs. Dorwin Lackland, mother of Major Frank D. Lackland, Commanding Officer, San Antonio Air Intermediate Depot, was hostess at a delightful benefit bridge party Friday evening, March 16th, at the Club in Kelly Field No. 1. Quite a sum was realized and the proceeds were turned over to the Army Women's Relief Society.

San Antonio Air Intermediate Depot, Kelly Field, Texas, April 12, 1923.

Now that old "Sai" has found himself and decided to put some pep in the weather that creates real baseball spirit, the team representing this Depot is fast rounding into shape. The Commanding Officer has had the playing field put in A-1 condition, the infield now being of the kind that necessitates fast fielding and will no doubt result in some fancy plays being pulled off. The outer gardens have been smoothed over, making the playing of ground hit balls easier. Outfielders need not fear of being crowded or obstructed in anyway in going after a long hit, as they have the entire field of the Depot at their backs on which to chase any hits that may get by them.

Just to show that they still have the old fighting spirit of "go-get-em", the crew of ball tossers representing this Depot put the kibosh on the strong 26th Aero Squadron team from Kelly Field. The "blinker battery" composed of "Red" Hass and Julius Glau did their duty in making the Aero boys be satisfied with a 5 to 3 score. This battery of "one optic" players made the Squadron men with their two good lamps look sick, as eight of them spanked the ozone and only four safeties were counted off of Hass. The "AID" men, however, did much better than was expected, as it was their first practice game of any sort and they made ten hefty bingles count for five tallies. Four of the Depot bunch were set down with three swings to their disliking. The battery of the 26th was composed of Lieuts. Smith and Pitts.

On Saturday, April 14th, the Depot nine will make their initial appearance in the Saturday League of San Antonio. By that time it is expected that the team will be working smoothly and will more than make trouble for the five other entrants in this League. From present indications the S.A.A.I.D. organization has an excellent chance of capturing the gonfalon, and if hard playing will do the job, the outfit from here will be the ones to do same.

Little Dan Cupid made a sure shot with his trusty bow and arrow among the ranks of our bachelor officers, with Lieut. Myron R. Wood as victim. "Woodie" is taking off next Saturday, April 14th, when the Parson says, "will you". The taking off of this noble little "sheik" into the realm of Matrimony disintegrates the "once famous Bachelor Battalion", as he reigned supreme as the "Rudolph Vaselino" of this Post. Our sincere wishes for a long life and a happy one accompany the Lieutenant and his bride-to-be on their new venture.

Mrs. Dorwin Lackland, mother of the Commanding Officer, was called to El Paso on account of the serious injury to her son, Thos. G. Lackland, former Major of Field Artillery during the world war.

Clark Field, Pampanga, P.I., Feb. 10, 1923.

Six officers of Clark Field, Captains A.H. Gilkeson, J.H. Houghton, G.T. Goller; 1st Lieuts. John I. Moore, B.S. Thompson and Mark R. Woodward, now at Camp Nichols, are engaged in Air Service Training incident to Tactical Provisional Organizations. Period of training is at present indefinite.

Capt. Ivan B. Snell, having returned to the Islands, has been assigned to Clark Field for duty.

Pursuant to confidential instructions from Headquarters Philippine Department, a flight consisting of five officers and six soldiers departed from Clark Field for Laoag, Ilocos Norte, at 1:30 P.M., Friday. 1st Lieut. E.C. Batten, Officer in Charge, and Captain D.W. Bedinger, Medical Corps, accompanied the two trucks with soldier personnel and equipment. 1st Lieut. E.L. Searl, Commanding Officer of the Detachment, 1st Lieut. Wm. J. McKiernan and 1st Lieut. E.D. Hackett are to proceed by airplane to Laoag and join the Detachment.

Eighty flights of 51½ man-hours flying time summarizes aerial activities during the week, while for the previous week 34 flights were made, totalling 37 hours.

Clark Field, Pampanga, P.I., Feb. 17, 1923.

1st Lieut. F.M. Bartlett, Adjutant, having been notified of the approval of his request for Detached Service, left for Camp John Hay, Baguio, Feb. 12th, where he will remain until March 15th. 1st Lieut. G.A. McHenry, of the 28th Squadron (Bombardment) assumed the duties of Adjutant upon his departure. Capt. L.M. Keesling, now on Detached Service at Camp John Hay, wired for an extension, which was approved. He will return March 3rd.

The Photo planes scheduled to leave Clark Field for Laoag, Ilocos Norte, on Monday, did not get away until Thursday, due to failure of the trucks arriving as per schedule. However, the long expected telegram notifying Lieut. Searl of their arrival in Laoag came Wednesday evening and Lieuts. E.L. Searl, W.J. McKiernan and F.D. Hackett with three soldiers took off at about 9:45 A.M. Thursday morning.

Annual Division maneuvers having commenced, upon arrival of troops from Ft. Wm. McKinley, February 16th, busy days are expected during the following two weeks.

A heavyweight Championship will be decided when Louis L. Collins, alias "Ted Snyder", of the 3rd Squadron (Pursuit) and Pete Wood of the U.S. Destroyer "Fruitt" U.S. Navy, meet Saturday night. This fight has been widely advertised and a crowded stadium is expected. A majority of Air Service Officers, present at Clark Field, have already secured seats. The Air Service is behind this man and they will furnish all available support.

Two hundred and eleven flights and 95½ man hours were the flying time operations for this week.

Kindley Field, Fort Mills, P.I., Feb. 3, 1923.

The new flight surgeon, Captain Eugene Reinartz, has been giving the semi-annual flying examinations for the officers of Kindley Field the past week, and reports all officers of the command "sound of wind and limb".

Cpts. Benjamin G. Weir and I.H. Edwards and Lieut. Ray L. Owens spent three hours and thirty minutes very profitably for the Navy one morning this week by spotting torpedos fired from the destroyer fleet in the China Sea. The Navy was firing at about 13000 yards and the observers report that the torpedos could be very easily followed from the air even when submerged.

Capt. I.H. Edwards flew to Manila one day this week and picked up Lieut. Col. Pope of the Engineers and brought him to Corregidor to look over the ground. It is expected to install a new seaplane launching ramp on the north side of the island, one that may be used during the typhoon season.

Kindley Field, Fort Mills, P.I., Feb. 12, 1923.

Lieut. J.S. Gullett arrived in this Department on the Naval Transport "Chau-mont" and reported for duty with the 2nd Squadron (Obs.). Any addition to the present officer personnel at this station is doubly welcome, as there are only six officers here for duty at present and time does not have the opportunity of resting heavily on our shoulders. We all say "Welcome to our station, Jack", hoping that he will be assigned some of our present duties.

Capt. I.H. Edwards, wife and infant daughter, left yesterday for 30 days' detached service at Baguio.

Lieut. M.H. McKinnon received orders this week to proceed to Camp Nichols on detached service to take the classification course at that station under direction of the Air Officer, Phil. Dept.

The Auditor and Inspector General have recently made their annual audit and inspection of the 2nd Squadron, and we can again breathe freely for some time.

Camp Nichols, Rizal, P.I., Feb. 3, 1923.

The two barrack buildings under construction will soon be ready for occupancy. Completion of these buildings will relieve the shortage of barrack space considerably. They will be occupied by men who are now quartered in tents.

A classification center will be inaugurated at this field beginning about Wednesday of next week. The course should cover a period of one month, but may be for longer or lesser periods according to the aptitude of the individual students, or their familiarity with various subjects on entering. A total of thirteen officers be enrolled. Major B. Q. Jones, Air Officer, and Captains Hanley and Gilkerson, Commanding Officers of Camp Nichols and Clark Field, respectively, will start the course. The names of the other officers have not been announced.

Captains Hanley and Lafferty, and Lieuts. York, Hicks, and McReynolds, have had leaves approved, and will leave on the Southern Island trip Feb. 17th from Manila.

Lieuts. Taylor and Weddington left for detached service of two weeks at Camp John Hay, Baguio.

A standard swimming pool, 25 x 60, is nearing completion at this post.

The Camp Nichols baseball team was third in Carnival Baseball League. The basketball team was second in Carnival Basketball League.

Camp Nichols won all three places in the Message Dropping and Aerial Photographic Contest at the Department Military Tournament. Camp Nichols also received first place for their motorcycles and for the 1-1/2 ton White in the Transportation Entries.

McCook Field, Dayton, Ohio, April 7, 1923.

On the evening of March 29th, the officers of the Engineering Division and Course 1 of the Engineering School gave a farewell party to the officers of the Maintenance Course and the five reserve officers who had just completed their period of instruction at the Engineering School. The party was well attended and proved a fitting "send-off" for these men.

Lieut. Milo McCune has received notice of his transfer to the Philippine Islands. Lieut. McCune sails on May 23rd on a government transport. If, however, it is decided that he is to complete his course of instruction in Production Overhaul at Wilbur Wright Field, an extension of time may be granted and he may not sail until the June or July transport leaves.

As this letter goes forward, word comes of the crash of the MB3-A and the death of the pilot, Captain Richard Derby. Captain Derby was a student officer of the Engineering School, McCook Field, taking the General Aeronautical Course, and he will be sadly missed among his associates. Captain Derby came to the Engineering Division from Fort Sill, Oklahoma. His home was in Tacoma, Wash.

Education and Recreation Officer, Lieut. C.L. Morse, announces the first installment of the traveling library of the Fifth Corps Area received at the Service Club. This consists of some eighty books, the majority of them fiction of recent publication. These are a reinforcement of our permanent collection consisting of 300 volumes of fiction and 325 technical books. These were intended for the use of the military personnel of the field, but on account of the large number of civilian personnel employed at the field it has been decided to extend the privilege of membership in the Service Club Library to them also. The present plan is to have a consignment of 80 to 100 books received at this station each sixty days, the previous consignment being passed on at the same time to Wilbur Wright Field. This, of course, is quite apart from the library of technical books and magazines maintained by the Engineering Division for use in connection with the work at the field, which contains approximately 2500 volumes.

Scott Field, Belleville, Ill., April 13, 1923.

Two sets of aircraft were expected to fly over St. Louis, especially over the down town district, at noon on Friday, April 13th, weather conditions permitting, to advertise the meeting of the St. Louis Flying Club at the Washington Hotel at 7:30 p.m., to prepare for the International Air Meet to be held at St. Louis Field next October. One of the sets was to have comprised two lighter-than-air ships from Scott Field and the other several heavier-than-air machines from the St. Louis Field.

The combination of Friday and the 13th proved too much of a handicap to overcome, and the flight had to be cancelled on account of the bad weather.

The officers of Scott Field gave their regular bi-monthly dance at the Officers' Club on Friday, April 6th. A number of guests from Belleville and St. Louis were present.

1. The first part of the document discusses the importance of maintaining accurate records of all transactions. It emphasizes that this is crucial for the company's financial health and for providing reliable information to stakeholders.

2. The second part of the document outlines the specific procedures for recording transactions. It details the steps from initial entry to final review, ensuring that all necessary information is captured and verified.

3. The third part of the document addresses the role of technology in modern accounting. It discusses how software solutions can streamline the recording process and reduce the risk of human error.

4. The fourth part of the document focuses on the importance of internal controls. It explains how these controls are designed to prevent fraud and ensure the integrity of the financial data.

5. The fifth part of the document discusses the impact of external audits. It highlights the need for transparency and the role of auditors in providing an independent assessment of the company's financial statements.

6. The sixth part of the document concludes by summarizing the key points and reiterating the commitment to high standards of financial reporting and transparency.

VII AIR SERVICE NEWS LETTER
 Information Division
 Air Service
 May 13, 1923
 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 17, 1923.

WORLD'S DURATION RECORD CAPTURED

April 17th proved a red letter day in the history of McCook Field, for upon its records are inscribed not only the successful completion of the test which secures for the United States the World's endurance record, but the long distance and six speed records as well.

Of these, however, it is the duration record that is the big achievement, and when Lieuts. Oakley G. Kelly and John A. Macready landed the big Army Monoplane T-2, after 36 hours, 4 minutes and 30 seconds of sustained flight, at 9:45 p.m. April 17th, there could be no doubt from the enthusiasm of those waiting to greet them, of the appreciation of the difficulty of their task or of the great joy taken in its successful conclusion.

It will be remembered that a few months ago at Rockwell Field, San Diego, Calif., the two aviators were able to keep the T-2 aloft for a period of 35 hours, 16 minutes after they had failed to negotiate the fog-shrouded mountain heights in the vicinity of Tamecula, on an attempt for a coast to coast non-stop aerial journey. With the same airplane, a month later (November 3-4, 1922) they set the world astir in a spectacular non-stop flight from San Diego to Indianapolis, Ind. a distance of approximately 2060 miles, in a second attempt to reach New York.

The endurance mark, however, although accurately recorded by stop watches, was not accomplished under the timing rules stipulated by the Federation Aeronautique Internationale. It was therefore desired by officials of the Air Service to have the second endurance test recorded by legitimate timers duly appointed by the F.A.I., which would give the flight official recognition should a record be made.

Wright Field, situated a few miles northeast of McCook Field, was chosen as a starting point for the preliminary test for endurance prior to the supreme test of the coast to coast flight. At this post was stored the great supply of carefully selected fuel which the T-2 used on her extended sojourn in the upper ether. The array of many drums and barrels, constituting the 739 gallons of gasoline and 35 gallons of oil which the mammoth monoplane carried aloft was an interesting spectacle, indeed.

It is especially significant to note that when the T-2 mounted into the air on her duration test she lifted by well over 2000 pounds the heaviest weight ever carried by a single-engine airplane.

Tuned to the finest state of perfection the best mechanical skill the Engineering Division at McCook Field affords, the T-2 looked epic and span as a model for a display window. During the period since she was brought in from Indianapolis, soon after the cross-country flight from San Diego, she had been thoroughly reconditioned and overhauled for these next grueling tests. It should be borne in mind that the structure of the T-2 was taxed to the limit with the stress of the great load carried, while the single powerful Liberty motor was required to run continuously for more than two nights and a day to establish a new record for endurance.

In fitting the Transport for this double strain, there was required no little amount of painstaking energy, time, and expense, on the part of the Engineering Division. It is always necessary in making such extensive alterations in an airplane to conduct a certain program of scientific calculation. A stress analysis of the T-2's structural parts was made to determine the amount of load she might carry aloft in safe flight; steps were taken to increase the comfort of the pilots; tests were made with the high compression pistons installed in the engine and, finally, a predicted performance calibrated on the data at hand. This serves to emphasize that, after all, the Air Service is not primarily concerned with the sentimental feature of breaking records but rather bases its operations upon the actual results gained toward the improvement of aeronautical equipment.

It should, therefore, be understood that the most important fact attached to the establishment of an endurance record is not merely the settlement of the dispute between the United States and France as to who should claim the honors, as the public generally supposed, but to place on the one hand another proof before the eyes of the world that aviation is progressing toward the ultimate goal to perfection, and to gain on the other hand the satisfaction of an advantage in the military supremacy of our airplanes.

Record breaking is an extremely expensive program if turned into a phase of sport but, as has been pointed out, the material value gained in the way of scientific data is worth more than a hundred times over along the line of the advancement of humanity and the protection of our nation than the expense involved in dollars.

It is pointed out that, if it were alone the glory of breaking records that spurred Lieuts. Kelly and Macready on to new attempts, they have special reason to be overly jubilant in the outcome of a record endurance flight which a glimpse at F.A.I. tabulations shows will accord the two aviators no less than six world records all in the one flight - the record for endurance, distance, and four individual records for speed over 2,500, 3,000, 3,500, and 4,000 kilometers respectively.

The official record for duration and distance, prior to the record-breaking flight of the T-2, was held by the Frenchmen, Boussetrot and Drouhin, piloting a Galiath airplane at Le Bourget, October 14-15, 1922, remained in the air 34 hours 15 minutes and 7 seconds.

Every effort was made to conform with the rules and regulations of the F.A.I. A triangular 50-kilometer course was laid out by Major James W. Bagley, Corps of Engineers, U.S.A., for the test, with a pylon at each of the three points of the triangular course. The water tower at Wilbur Wright Field was chosen as the home pylon, while another was placed at the water tower of McCook Field, and the third at a point near the village of New Castle. Official timers were placed at each pylon, where accurate tabulations of the time was caught and recorded.

A romantic touch was added to the event with the appointment of Orville Wright as one of the official observers. It recalls the epochal period of barely a score of years back when he with his brother, Wilbur, startled the world with their sensational free flight in a crude motor-driven airplane at Kitty Hawk, N.C. In fact, within sight of the runway of the T-2 stands the ramshackle hangar, half hidden in the woods and underbrush, where their first flying machine was sheltered during its early construction. What a contrast this short span of years has afforded! How great are the achievements wrought in this conquest of the air since that memorable December day of 1903, which marks the date of their first "record" flight! Twenty years ago the Wright Brothers startled the world with the news that they had made a flight lasting 59 seconds, and here today stands Orville Wright recording the flight of an airplane that remains in the air for days!

It was in 1908 that Glenn Curtiss, flying the crudely constructed "June Bug", at Hammondsport, N.J., won the All-American Trophy for flying one kilometer (about five-eighths of a mile), and in 1913, it was Lieut. J.E. Carberry who won the Mackay Trophy for making the most "meritorious" flight of that year. The region over which he flew was the same as that over which Lieuts. Kelly and Macready flew the T-2 on the unofficial endurance record, and it is interesting to note that the flight which in 1913 was hailed as spectacular is today scarcely more than a modest glide for modern airplanes.

The fact that Lieuts. Kelly and Macready had prepared for the flight several times only to have the weather fail them; that on one occasion the heavy ship was unable to take off because of the softness of the ground; and that on another attempt, after remaining in the air about eight hours they had to land because of the failure of the high compression engine, had in no way discouraged them. When weather reports indicated that April 16th and 17th would be favorable for the flight, they spent most of the night of the 15th making preparations, in order to make an early morning getaway.

Official observers and timers of the F.A.I. were notified by Mr. Orville Wright, the Dayton representative, and Mr. Otis Porter with his electrical timing device was hastily summoned from Indianapolis.

The T-2, which had been grounded for the flight since the previous Wednesday, was given a final conditioning and pronounced to be functioning perfectly. The high compression motor, with which the former attempt had been made, had been replaced by a new low compression 400 h.p. Liberty engine. The flight took place over the 50-kilometer triangular course, laid off with pylons at the places previously mentioned. Observers and timers stationed at these pylons served on eight hour shifts.

A 15-mile-per-hour wind was blowing when the pilots took off from Wilbur Wright Field. The weight of the airplane loaded was 10,800 pounds. This included 735 gallons of gasoline, 30 gallons of oil, and 25 gallons of water. After taxiing 1,930 feet the big airplane lifted steadily but slowly and after gaining about 1,000 feet altitude circled the field and passed over the timing stand at fifty-one minutes past nine, 13 minutes and 24 seconds after the wheels left the ground. This initial lap, which was the fastest of the eighty-one laps flown, was completed in 21 minutes and 53 seconds. As succeeding laps were flown the time drew out from 22 to 29 minutes. The average speed for the first day was about 80 miles per hour. Later when the load had lightened sufficiently to keep the plane in the air with less speed it was decreased to about 70 miles per hour. Through the two days the humming of the great Liberty was anxiously listened for each time it was due about the course, and through the stillness of the night it was clearly audible in the city of Dayton as it rounded the McCook Field water tower. When through the second day the steady progress of the plane proceeded, hope rose higher and higher. Through the afternoon, Clyde Reitz, the master mechanic who had had the T-2 under his especial care, made several flights near the monoplane and said that the engine seemed to be running smoothly. Later in the afternoon a note was dropped over Wilbur Wright Field saying that the landing would be between nine and ten o'clock.

The landing took place at 9:45, and veteran aviators thoroughly familiar with the great game in all its phases say that they have seldom seen a prettier sight. The darkness was intense. The lights on the T-2 had burnt out. Only the steady humming of the engine told of its proximity, for without the piercing rays of the searchlights it was wholly invisible. One light was played upon a wind vane, another flashed fitfully in an effort to keep the moving T-2 in its light, so that the general location and path of its landing might be bathed in a steady ray of light. Lieut. Kelly had been at the stick when the airplane took to the air, and Lieut. Macready was in the pilot's seat as slowly and impressively it traveled down that strong and brilliant beam and settled with beautiful precision to the earth. Immediately hundreds of automobile headlights closed in about the field from every radius, and the signal pistols which announced the moment of landing to the timers could scarcely be heard from the din of cheers, shouts, and the auto horns. Lieut. Kelly, throwing open the cabin door, shouted enthusiastically to Lieut. Macready: "Gosh, Mac, this is bigger than San Diego." Then both men were almost swept off their feet by the gusto of the congratulations which followed. At the Officers' Club, where they were taken by General Mitchell, another informal reception with short speeches followed.

Both were hungry after the grilling flight, and in need of sleep, but seemed to be in excellent physical condition. Lieut. Kelly had had an hour's sleep out of the 36 that they remained in the air, and Lieut. Macready had not slept at all.

In such a flight the man who is in the cabin is almost as busy as the man in the pilot's seat. There are the instruments to be watched and numerous records to be kept. Once Lieut. Kelly broke a gasoline gauge, but an extra one had been provided and Lieut. Macready installed this while Lt. Kelly took the stick. Airplane and engine functioned perfectly throughout the trip. The greatest difficulty experienced was piloting through the great darkness of the night. The course had to be kept entirely by navigation instruments. Lieut. Macready said that while the powerful searchlights at the three pylons marked the points to be passed over clearly enough, the rest of the thirty-one miles was flown in total darkness. Not a tree, house, or river was discernible. Had it been necessary to make a forced landing, they would have had to use the parachutes and jumped, for it would have been utterly impossible to have seen even a semblance of a field beneath them. This naturally made flying through these hours somewhat of a strain. Both men said they were glad to get to earth, but they could have kept on flying had they had more gasoline. But 15 gallons of gasoline and 6 gallons of oil remained in the tank when they landed. The pilots thought that since they had broken eight records, they could forego the chance of staying up the thirty minutes longer which the remaining amount of gasoline made possible.

They were delighted to receive a message from General Patrick saying that the transcontinental non-stop flight could now be undertaken within a month.

It would have been conceded by any right-minded individual that the pilots were entitled to spend the next twelve hours in sleep, but rather to the general surprise of all they reported for work the following day as usual, apparently little the worse for wear and not at all puffed up by their achievement.

The following are the records broken or established for the United States by this flight:

Endurance Record.

New Record

36 hrs. 4 min. 31 sec.

Former Record

34 hr. 19 min. 7 sec. held by Boussoutrot and Drouhin

Distance Record

2,516.55 miles

1,190.04 miles, held by Boussoutrot and Bernard.

Speed Records

1500 kilometers, 12 hr. 39 min. 7 sec. Former record 16 hr. 42 min. 8 sec.

held by Boussoutrot and Bernard.

2000 kilometers 17 hr. 7 min. 22 sec. Record established for first time.

2500 kilometers 21 hr. 37 min. 28 sec., 71.83 m.p.h. record established for first time.

3000 kilometers 26 hr. 1 min. 30 sec. 71.62 m.p.h. record established for first time.

3500 kilometers 30 hr. 28 min. 48 sec., 71.34 m.p.h., record established for first time.

4000 kilometers 35 hr. 6 min. 26 sec., 70.77 m.p.h., record established for first time.

LIEUTENANT HARRIS' FLIGHT

It is interesting to note that although Lieuts. Kelly and Macready took the 1500 and 2000 kilometer speed records, they held the former record but 16 hours, 6 minutes and 26 seconds, and the latter but 14 hours, 21 minutes and 57 seconds.

At 6:28 a.m., April 17th, after the T-2 had been in the air almost 24 hours, Lieut. Harold R. Harris, Chief of the Flying Section, McCook Field, took off in a DH-4L, the same airplane he had used to capture the 1000 kilometer speed record, and long before the T-2 was ready to come to earth, he descended with the 1500 and 2000 records snugly secured. The rear cockpit of the DH-4L was torn out for this flight to accommodate fuel tanks sufficiently large to carry 301 gallons of gasoline and 18 gallons of oil. The front cockpit was closed over with Balsa wood, with two small holes left on each side through which Lieut. Harris could look out. The fuel supply was slightly larger than that carried by Lieut. Doolittle on his transcontinental flight.

The same timers and observers who were officiating for the flight of the T-2 served for Lt. Harris' flight and they had a busy day of it. Several times the speedier DH almost doubled laps on the T-2 and the two planes passed over the timers' stand almost at the same instant. The flight was without special incident the airplane and engine remaining in excellent shape throughout, and the staunch little DH holding a remarkable steadiness of speed. The average speed for the total distance, which is equal to 1,242 miles, was 114.22 miles per hour, exceeding the French record 49 miles per hour. Lieut. Harris landed at 5:21 p.m., having been in the air 10 hours and 53 minutes.

His appearance as he climbed from the cockpit was quite a contrast to the two pilots who came down later and who were bespattered with oil and grease. Owing to the protection of the closed-in cockpit, Lt. Harris emerged clean and smiling, the vigorous stamping of his feet, as he talked to the group assembled to congratulate him, being the only indication of his long cramped position. That night when Lts. Kelly and Macready had landed, Kelly, on sight of Harris, roared out - "You're a h--l of a Chief. Here I work hard to get a record and you take it away from me before I get out of the air."

Lieutenant Harris' time for the two distances was as follows:

For 1500 kilometers - 8 hrs. 9 minutes, 114.33 m.p.h., exceeding the record of Boussoutrot and Bernard, of France, by 58 m.p.h.

For 2000 kilometers - 10 hrs., 52 minutes, 42 seconds.

This time for 1500 kilometers cuts the French time down by half.

AIRSHIP TC-1 DOES SOME FAST TRAVELING

A record for speed for dirigibles was made by the Airship TC-1 on the morning of April 20th, when it made the distance of 148 miles from Scott Field, Ill., to Chanute Field, Rantoul, Ill., in two hours, or at the rate of nearly 75 miles an hour.

The rate of speed was due to a strong tail wind which with the airship's two 150 h.p. engines propelled the craft straight to her goal. The crew in the car of

the ship was composed of - Capt. L.T. Miller and Lt. F.M. McKee, pilots; Col. T.A. Baldwin, Capt. I.F. Stone, Cadets E.M. Folgersonger and M.E. Willis, students; and Sergeants A. Gamble, H.G. Barnes, F. Vidmar and Wm. McEvers.

The flight was made for the purpose of training students in the Air Service, and was one of a series of such flights which will be made, as long as the weather lasts, to a number of large cities within a radius of from 400 to 500 miles from Scott Field.

PRIMARY FLYING STUDENTS NEARING GRADUATION

With only four more weeks of instruction, the present class in the Primary Flying School at Brooks Field is rapidly completing its schedule, and it is expected that a big percentage of the class will finish with some time to spare. Already about thirty of the students have completed their flying training and have only the rigging and gunnery courses to finish before they are ready to graduate to the Advanced School at Kelly Field. The only scheduled flying for these students during the remaining four weeks will be in the gunnery course. Ten flights have been scheduled for each student for gunnery instruction, and in none of these will the regular machine guns be used. The Mark 1 and Mark 3 cameras will be mounted as fixed guns and the results of the photographs taken will give a definite answer as to the accuracy of the students in this work. On the first four flights the students will shoot at another plane and then will take a try at a parachute. On the sixth trip, the student will be accompanied by his instructor and will be given a demonstration of how to dive at a target. The student will then perform this work alone and then will have two similar flights with various maneuvers added to the practice. The final practice will be shooting at aircraft flying in a horizontal plane.

MIDDLETOWN DEPOT ADOPTS AERIAL FREIGHT SYSTEM ✓

Our correspondent from the Middletown Air Intermediate Depot, Pa., states that the practicability of air transport is being proven at that Depot with no blare of trumpets. So large an amount of material is being moved through so great a distance in so small a time and with so few rehandlings as to make the service of the railroad seem puerile and puny by comparison. That the airplanes used are of military type, in the design of which stowage space is given little or no consideration, makes the feat more worthy of note. The Martins and Handley from Aberdeen Proving Grounds do the bulk of the heavy hauling, but an occasional ship from Mitchel Field lands light and departs loaded to the scuppers with various and sundry parts and gadgets, while T.P. Smith and his heavy appetite from Bolling Field frequently visits the Depot, bringing uproar and devastation to warehouse and mess hall. It is to be hoped, he states, that the freighting by air of such parts as may be carried will increase as the feasibility of such practical air service becomes more and more apparent. As this is being written, Capt. Black and Lieut. Gresham, from Langley Field, are at Middletown for two Martin loads of material.

✓✓ WHY SOME PILOTS CRASH ✓

"Two more very serious crashes and no one hurt during the past week," our Correspondent from the Air Service primary Flying School at Brooks Field, San Antonio, Texas, writes, "shows that the Goddess of Luck is still on deck. Early in the week, during night flying practice, Cadet Kenneth R. Cole was forced to make a landing in the dark when his gasoline gave out. Cole failed to turn on his emergency tank, which would have allowed him to make a landing on the lighted field. He tried to land in a field back of the line of hangars and nearly went in the back door of Capt. Harold E. Sturcken's quarters. The plane was stopped by some trees in the back yard and was completely washed out, but Cole escaped with a few minor bruises about the face. The second crash came when 2nd Lieut. Hugo P. Rush attempted to return to the field when his motor cut out, just after the take-off. The usual result occurred when he fell off on the turn and fell in a short spin and completely washed out the plane, but was not hurt himself. The last crash resulted in Lieut. Julian B. Haddon, Officer in Charge of Flying, issuing a letter of warning to all students about trying to make a turn back to the field with a missing or cut out motor, but to land straight ahead, regardless of the obstructions in the way."

AIRSHIP TRANSPORTS AIR SERVICE RECRUITS

Here is another instance of how the Army Air Service acts as its own transportation agency in the way of bringing recruits into its fold. On April 18th the Dirigible D-2 took off from Scott Field, Ill., for the purpose of picking up three recruits for the Air Service who enlisted at Mt. Carmel, Ill. The journey of 116 miles was covered in 2½ hours. When Mt. Carmel was reached a landing was made with the assistance of the citizens of that place, and while the three recruits were undergoing the medical examination by the medical officer who was a passenger aboard the airship, the Mayor of the city and several aldermen were taken up for a short flight. At noon the ship took off with the three recruits on board. Several storm areas were encountered, forcing the ship to leave its course and delaying its return until 4:30 p.m. The crew was composed of Lieuts. Arthur Thomas and Ira Koenig, pilots; Lieut. J.A. Physioc, recruiting officer; Capt. R.K. Simpson, Surgeon; and Sgt. Greenfield, Engineer.

ACTIVITIES AT THE FAIRFIELD AIR INTERMEDIATE DEPOT

The Repair Branch of the Fairfield Air Intermediate Depot, Fairfield, Ohio, is still hitting the ball. During the month of March there were turned out complete with engines and flight tested: 20 D.H.-4B's, 1 DH-4B-1, 4 JN-4HGA-2, 8 JN-6H-1, 1 Spad 13-E, total 35; engines completed: 21 Liberty 12-A's, 10 Wright I's, 12 Wright A's, 2 Wright E's and 1 Wright H, total 46.

In addition to the above, work is progressing on ten DH4B-3 planes designated for a proposed Panama Flight, and which is scheduled to begin during the month of September. The planes are of similar design in detail as those that have successfully completed the Porto Rican Flight.

The demands on the Repair Branch for this area are heavy enough, but it has also been called on to transfer eight JN-4H planes with engines to Chanute Field, Rantoul, Ill., and six JN-4H planes with engines to Maxwell Field, Montgomery, Ala.

Another GA-1 plane has been completed, flight tested and transferred to the Attack Group at Kelly Field, Texas. This makes four of the "Flying boiler factories" for the Attack Group. Work on the setting up of a fifth machine of this type has commenced. Work is progressing satisfactorily on the Martin Bomber which was wrecked while being ferried to Kelly Field, and marks the first ship of this type to be reconditioned at this Depot.

A surplus property sale was held at the Depot on May 2nd. The Supply Branch was engaged during the past month getting things in shape for this sale. The property to be disposed of amounts to approximately \$400,000. Mr. Bill Thorpe, of M. Fox & Sons, Baltimore, Md., superintended the details of the preparation of this sale and had charge of the auction.

During the month of March the Depot loaded and shipped 130 DH-4 front and 130 DH-4 rear fuselages to various manufacturing plants in the East. These ships of the DH-4A type are to be converted into DH-4B types. Mr. Roger Q. Williams, joint representative of all the manufacturers interested in the conversion of these ships, supervised the shipments at the Depot.

KELLY FIELD BAND BIDS FAIR TO BECOME FAMOUS

The Kelly Field Band, which was organized in February, 1921, has reached such a point of proficiency that letters of praise have been received from 29 States of the Union and two provinces of Canada, as well as Havana, Cuba. The fame of this band has been spread by radio, a concert having been recently given under the direction of Mr. Louis Witt, at the Elks' Club, which was broadcasted by the Radio Phone Station of the Southern Equipment-Evening News-Express, of San Antonio, Texas.

One of the outstanding features of the concert was the special solo by Staff Sergeant William Bird of the 26th Squadron. The first selection presented by him was the "Holy City", and was followed by "Tomorrow". During the intermission between the pieces sung by Sergeant Bird, the number of telephone calls received asking that the Sergeant sing "The Holy City" over was so great that the numerous requests were complied with.

Announcement was made to the audience that a "Request Night" would be staged in the near future and, according to plans for this entertainment, nothing but pieces requested by mail or telephone are to be played.

The concert was opened with "America" and closed with the National anthem. The second piece to be played was a march - "Carrollton". A medley overture "A High Ball" was the next number - Synopsis of the medley, allegro, "My Gal from New Orleans"; andante moderato, "The Star and Flowers"; moderate, "Ma Li Hung Chinese Queen"; valse, "She's a Queen"; andantino, "Hello, Central, Give me Heaven"; moderato, "Wiese"; and cake walk, the "Mobile Prince".

"Three O'Clock in the Morning" was then played by the band, after which the baritone selection, "The Holy City" was sung by Sergeant Bird. The entire Kelly Field Band played the accompaniment for all the numbers sung by him. Other numbers he rendered were "Tomorrow", "A Night in June", and "Sweet Indiana Home".

Letters of appreciation were received from radio fans from all over the country.

Several weeks later the Band gave another concert and music galore was heard over the radio when the Kelly Field Orchestra quartet and a group of soloists appeared at the broadcasting station, mentioned previously, and were permitted to use the 400-meter wave length. The artists appeared under the direction of Louis Witt, Army Bandmaster, who had had 30 years of experience in the United States and the Philippines. The musicians from the flying field entertained radio fans through the courtesy of Col. John H. Howard, Commanding Officer of Kelly Field, and Capt. Berman, Adjutant, who are directly responsible for the formation of the Kelly Field Band and Orchestra.

Members of the Orchestra are: Loring L. Hill, piano; Titus B. Klaiban, violinist; Adolph Bernick, violinist; Lawrence A. Larsen, Clarinet; Stephen Bunich, saxophone; Clarence L. Colbert, Cornet; John Curtis, Trombone, Joseph C. Douglas, bass and Frank A. Lamanski, drums.

The four Kelly Field Warblers who rendered some tuneful melodies are: Carroll Shaw, first tenor; Alvin Gargus, second tenor; William Bird, baritone; and George Egging, bass. Sergeant Bird, whose work as soloist won such favorable comment from radio fans, rendered several solos in addition to his work with the quartet.

MACHINE GUNS TESTED AT SELFRIDGE FIELD.

Capt. Jervis, Capt. Skinner and Lieut. Hughes, of the Ordnance Department, Lieut. Fletcher, A.S., of McCook Field, and a representative from the Browning Machine Gun Company were with the First Pursuit Group a few days recently for the purpose of making tests of the new Browning .50 calibre machine guns. Ground tests were made under very adverse conditions with the temperature a few degrees above zero. Air tests were made with the gun mounted on the MB3A during a blinding snow storm. The performance of the gun was very satisfactory. All of the MB3A's of the Group in service will be equipped with these guns, and a regular training schedule in ground target and towed target work will be shortly started.

CORPS AREA COMMANDER INSPECTS MITCHEL FIELD.

Major General Robert L. Bullard, Commanding the 2nd Corps Area, recently inspected Mitchel Field in preparation for the war maneuvers which will start later in the Spring. In connection with these maneuvers, the site formerly occupied by Camp Upton and Fort Tilden will be used as emplacements for anti-aircraft gun and searchlight batteries from Fort Totten, which will operate against airplanes from Mitchel Field.

AIR SERVICE COOPERATES WITH THE NAVY IN BATTLE PRACTICE

Flight Company "E", 3rd Squadron, Clark Field, P.I., temporarily based at Camp Nichols, observed fire for the U.S.S. "Huron", flagship of the Asiatic Fleet during a long range battle practice, recently conducted for the training of naval spotters.

Broadsides from the three, six and eight inch batteries were fired on a moving target, while the flagship maneuvered at various speeds and on both parallel and opposite courses.

Although the firing area was located more than 80 miles from Manila, in the China Sea, requiring a close coordination of schedules, the work was performed without serious delay to the satisfaction of both branches of the service.

Two-way radio communication between planes and the "Huron" was employed throughout the practice, in accordance with the methods prescribed in "Communications Procedure between the Army and the Navy", War and Navy Departments, 1921.

First Lieuts. George H. Burgess and Wm. S. Gravelly, A.S., acted as observers, and 1st Lieuts. Raphael Baez and Frank D. Hackett, A.S., were the pilots.

FLOODLIGHT USED AS A SIGNALLING DEVICE

An interesting experiment, and one which may prove of permanent value, was recently tried out at Mitchel Field, L.I., New York. An ordinary floodlight was connected with an electrically driven device which automatically made and broke the circuit. By flashing two dashes of three seconds each and two dots of one-half seconds each it was possible to spell out M I, the first two letters of the word MITCHELL, in the Morse International Code at intervals of twenty seconds. So far as is known, this is the first attempt made to positively identify a landing field to a pilot flying at night. In addition to the fact that the International Code is universally recognized, this system has economy in its favor, as the one light is lit less than one-half the time.

To accomplish this result by other means it would necessitate spelling out letters and symbols which would require several lights of the same candle power to secure equal visibility. A disappearing light would also be much more apt to catch a pilot's eye than a permanent light, due to the number of permanent lights which are visible in certain localities.

Captain Ira C. Eaker flew for nearly an hour to determine the effectiveness of the signals and upon landing stated that they were easily read from comparatively close range. The lack of range is attributed to the low candle power of the light used and the inability to secure a proper searchlight effect.

Plans are under way to use a stronger light and with certain improvements suggested by the experiment conducted, it is hoped to attain a visibility of ten miles. When same is achieved it is believed that this system will be a valuable aid to night flying.

DEPARTMENT OF PHOTOGRAPHY OPERATING AT AIR SERVICE TECHNICAL SCHOOL

On March 5th last, the Department of Photography of the Air Service Technical School at Chanute Field, Rantoul, Ill., began the instruction of the first class in photography at that field. This department, formerly the Air Service School of Photography, was removed last summer from Langley Field to Chanute Field, and with the Communications and Mechanics Schools consolidated into the present Air Service Technical School.

The Photographic Department occupies two of the wooden type of hangars, the interiors of which, affording over 15,000 sq. ft. of floor space, having been partitioned into offices, work rooms and laboratories thoroughly equipped with necessary electric illumination, power, water supply and ventilation systems. The present school facilities are a decided improvement over those that existed at Langley Field, in that badly needed laboratories and work rooms are now afforded, and their arrangement is with reference to a clearly defined course of instruction and is not an attempt to adapt rooms in a building erected for other purposes to photographic school uses.

The course of instruction has been greatly enlarged and improved, and it is expected that later, in the form of the training regulations on photography, it will be available for training purposes in the Air Service. The course of instruction for officers of the Regular Army is 725 hours in length, or approximately 24 weeks; for Reserve Corps officers, three months; and for enlisted students 408 hrs., or approximately 14 weeks. These courses differ one from the other not only in length of time required, but also in the subjects given. The course for Regular Army officers comprise instruction in 15 subjects; that for Reserve officers, 14 of these subjects, and that for enlisted men, 11 of the subjects. The eleven subjects which are common to the three courses - although the amount of time devoted to a subject varies with the course - are as follows: Elementary photography, photographic chemistry, negative making processes, printing processes, photographic optics, cameras, practical ground photography, copying, mosaic making, filters, and the work of a photo section. In addition, the course for Regular and Reserve officers includes practical aerial photography, the military uses of aerial photographs, photographic interpretation and aerial intelligence, and in the case of Regular officers only elementary topography.

The course is designed to include all instruction in ground and aerial photography required for Air Service needs, principally to train officers for the duties of a photo section commander and enlisted students for the work of such a section.

The department has at present one hangar filled with special DH4B photo planes for use in giving training in practical aerial photography, and plans are under way for the erection of an additional hangar to house the additional photographic airplanes needed.

The photographic class is composed of 49 officers and men. The Regular officers are: Lieut. (S.G.) Loverne A. Pope, U.S.N., 1st Lieuts. Charles Y. Banfill, Ray G. Harris, P.P. Hill, Ashley O. McKinley, Dache M. Reeves, all Air Service; 2nd Lt. Hayne D. Boyden, U.S.M.A.; 2nd Lieuts. Leo H. Dawson, David W. Goodrich, Edwin A. Hillery, Charles L. Williams, all A.S. The Reserve Corps officers are: Capt. Daniel E. Ellis, 1st Lt. E.C. Myland and 2nd Lts. Glenn Virgil Conrad, George W. Ade, and Sidney W. Park. The 33 men include 4 marines.

The instruction staff of the Department of Photography includes Captain Wm. D. Wheeler, Director, 1st Lieuts. J.K. McDuffie, James P. Hodges, Edwin B. Bobzien, James W. Hammond, Master Sgt. P.H. Hammer, Tech. Sgt. Charles C. Leiby, Staff Sgt. Aaron A. Porter, Sgts. Esten L. Crimm, Grover C. Gilbert, Arthur C. Witman, and Messrs. Charles L. Vance and Philip B. Keeler, civilian instructors.

Informal arrangements have been made with the U.S. Geological Survey to send to the School at a later date Major Charles E. Cooke, C.E., O.R.C., to give a course of lectures on the elements of topography and map making.

ALL METAL COMMERCIAL PLANE TESTED AT SELFRIDGE FIELD

The "Air Sedan", a Stout all-metal monoplane built for commercial purposes, is being tested out at Selfridge Field, Mt. Clemens, Mich., and is attracting considerable attention in and about Detroit. It is a three-passenger craft equipped with a Curtiss OX5 motor, and is showing up very satisfactorily.

SOWING SEEDS BY AIRPLANE

Sowing seeds is the latest cooperative venture of the Army Air Service with the Agricultural Department. The Forestry Service of the Territory of Hawaii, with the object in view of the water preservation of various areas now barren, was desirous of sowing Moreton Bay fig tree seeds over a number of almost inaccessible areas in Hawaii. Such an undertaking performed in the ordinary way would have involved months of tedious work and such huge expense as to have rendered same impractical without a special appropriation.

Upon the approval of Major-General Charles P. Summerall, Commanding the Hawaiian Department, four Army Air Service pilots and two airplanes were assigned to perform this work. According to a report just received by the Chief of Air Service, this task was finished in three hours.

The areas covered were the western portions of the Ewa Forest Reserve and the eastern side of the Waianae Range from Barber's Point to Kole Kole Pass. Both areas are on the Island of Oahu, and the sections covered aggregate eight square miles. Due to the extremely rough character of the terrain, many treacherous wind currents and the flown altitude which seldom exceeded 100 feet, this mission was unusually but necessarily dangerous.

During the first mission of this character seeds were sown over the rear of the observer's cockpit, which resulted in both observer and pilot returning to the field with quantities of the seed in their eyes, ears, noses, mouths and clothes. This undesirable feature was avoided by the simple method of fitting a large funnel shaped box with a cutoff into a hole in the floor of the plane generally used for cameras. The seeds were then fed into the box from bags as desired. This method resulted in a steady flow of the seeds when and where they were wanted and the flow was under control at all times.

The Moreton Bay Fig tree when matured is of huge dimensions. The trunk has been known to reach a diameter of 12 feet, and the spread of the tree to shade an area of 2,000 square feet. The particular tree, from which the seeds were taken, bore 10,000 pounds of fruit last year. The fruit of the tree is edible.

The carrying out of this mission places the name of the Fourth Observation Squadron, Hawaiian Division Air Service, in the foremost rank of aerial pioneers, for although planes have been used for spraying of orchards, it is believed that this is the first time the Federal Government has used the Army Air Service for the purpose of sowing a forest.

PURSUIT TRAINING FOR RESERVE OFFICERS

Three Reserve Officers of the Air Service recently reported at Selfridge Field, Mt. Clemens, Mich., for training covering a period of two weeks, the course consisting of pursuit tactics, ground work, supply, administration, and aerial tactics. These officers were 1st Lieut. Henry M. Paynter and 2nd Lieuts. Leon M. Abbey and Carl R. Berglund.

CRISSEY FIELD HAPPENINGS RECORDED IN RING LARDNER STYLE

Guard House Crissy field
mar. 22 inst.

The editor

Air Service news wkly

Washington B.C.

(We don't know what the "B" stands for. Perhaps we'll be enlightened later on. - Ed.)

Dear Ed

Well I guess you will think from the address that yrs truly is in the can again or something like I was at March field last spring but quite to the vs I am now on guard & further & more sgt Teller who is 1st sgt but outside of that OK says to me on Friday your name has been selected from about a hundred applicants for guard next wk & I says I never applied for the job neither did the others he says but their applications is all down on a list called the guard roster & your name has been selected go down to the supply room he says & see if you can get a pistol & belt off that red heddled tight wadd Zwiheart & be sure & dont point the gun at nobody on the way upstairs except maybe officers or noncoms on acct the promotion situation is at a standstill & every little helps. Well I reported over to the guard house & corporal McCarron who is the sgt of the guard asks me well young fello do you know the general orders & I guess he must of been trying to kid me or something on acct the general orders is a book abt a ft thick I seen it in the adjutants office the big rummy & so I answers right up & says yes do you & he says none of yours ***---- business.

Well Ed I suppose you are wondering how I happen to be writeing to you & giveing you all the news & the etc. Well I went in to the adjutants office the other day & showed him a letter I had wrote to a friend & asked him would he look it over & see if the languidge spelling & the etc was in need of improvement if any & lt Maxwell hes the adjutant Ed & is supposed to be able to read & write enough to sign his name & he takes a slant at the letter & says well Ive seen a few officers that could raze h--l with the english languidge now & then but I never seen no one before that could knock it for a row of semicolons in one paragraff & before I could express my thanks he says how would you like to write a letter to the chief of air service every wk giveing him the low down on whats coming off in & around this sehbang. He goes on to tell me that the air service wants news of all the stations & wrote in plain flewent languidge familiar to all & particularly pilots & would I do it on acct the last guy that had the job has got writers cramps & doc Beeson give him a sick leave & what with 1 thing in another it looks like Im the bird best qualified for the work. So I asks him what kind of news I should ought to write abt & he says you will half to use discretion & dont give Crissy field none the worse of it & write abt interesting incidence like for inst Crissy field grabbing off the presidio basket ball championship & major Brett doing the golf coarse in under a hundred if ever & promotions & other news of equal incredability. Take for example the idear of disqualifying pilots from army mutual insurance & how all the pilots & their wives & offsprings laffed hardly on acct if the head of the family happened to fly vs a mountain or tree or something the airs wouldnt be bothered with no automobile or oil well salesmen trying to separate them from their 35 hundred bucks. Also he says theres a lot of rumeres to lock into such as for inst about the pilot in Texas who caused a sensation in aeronautical circles by actually collecting expences for orthorized travel by airoplane without 1st sewing the govt which if the facts was known it would probly turn out that the treasury had later on took most of it away again on acct it was discovered that this rascle of a pilot had went & stuck the govt for a bed in a hotel when it was conclusively proved that there was plenty of barns with hay & everything right in the same town. lt Maxwell says wild stories abt getting jack off the govt without a struggle has got to nailed in the budd or else every 1 is lible to serd in their expense accts faster than the treas can hand out vs decisions & 1st thing you know the USA inavertently slips

somebody some money thus plunging some hitherto frugal army family in a career of reckless spending as for instance blowing the missus to a pair of shoes.

Well Ed this sergeant of the guard McCarron has just hollered at me to shove off on my patrol & to be particularly watchful to see if any bootleggers has tried to land on our doc & I says what will I do if they have & he says call the corporal of the guard.

yrs respy

pvt Stock
(recommended for pvt 1st class
91st obs sqdrn Crissy field)

ARMY AIRMEN DO LOFTY TUMBLING IN PHILIPPINES ✓

The element of risk involved in making a parachute jump appeals to the imaginative mind. To voluntarily tumble out into empty space not knowing but what your downward journey will suddenly be terminated in an untimely collision with mother earth, due to some malfunctioning of that fraillest of "eternity conductors" was and is a fact calculated to create a sensation never to be forgotten. Our Correspondent from Clark Field, Pampanga, P.I., writes that during the past two weeks citizens of Camp Stotsenburg and surrounding Barrios have witnessed three (double) jumps, or, in reality, pull-offs, as each was made from the lower wing, the parachute being opened prior to leaving the plane.

First Lieuts. R. Baez, Jr., and John R. Drumm, neither of whom have had previous experience, jumped on a Monday afternoon from 5,500 feet. Notice was previously published on all post bulletin boards and in the Post Exchange that a jump would be made at the time stated. By 2:00 p.m. Monday, the Filipino populace, already congregated on the flying field, was in a state of garrulous excitement. Officers and their ladies from Camp Stotsenburg were present in goodly numbers. At 4:00 p.m. Lieut. Batten, pilot, took the air. A chorus of "ah's" and "bh's" went heavenward in behalf of those daring "aviators". Hundreds of eyes followed the plane on its upward flight, momentarily expecting that which they half believed they wouldn't see. It happened! Two black objects, in quick succession, dropped clear of the plane, their parachutes, like billowy clouds, hovering overhead, drifting lazily earthward. An easy landing was made near the eager spectators, who rushed out to pick up their "Fallen" idols.

A number of soldiers, having expressed their desire and intentions of making a jump, were given an opportunity to realize their ambitions on Wednesday. Staff Sergeant Calvin and Sergeant Zangraff of the 3rd Squadron (Pursuit) were the lucky ones. Upon returning to the field they were besieged by a multitude of questioners - "Did you jump or fall off"; "Did you get sea-sick?"; "Were you sure it would open?"; etc. As a result, the Commanding Officer has received numerous requests for permission to "follow suit".

On Thursday morning Capt. A.H. Gilkeson and 1st Lieut. J.T. Moore called for the old harness, and after numerous suggestions, advice, warnings and witty remarks from the assembled officers, made ready to take the air. Previous preparations were made for the construction of a small platform on each of the lower wings, and all arrangements were complete at 12:20 p.m. First Lieut. E.C. Batten was piloting and 1st Lieut. J. Beveridge, Jr., was observer. The jump was made at 2500 feet, Captain Gilkeson jumping first. Both, however, landed at practically the same time and were immediately picked up by the ambulance assigned to the hangar. No difficulty was experienced in landing, as there was scarcely any wind, and the jump was made directly over the field. This was Lieut. Moore's first parachute experience, and his opinion of same was vividly expressed in "I got a ----- of a kick out of that." Captain Gilkeson was well pleased with the performance, also his first jump.

THE McCOOK FIELD AERIAL DERBY

A report has just been received from McCook Field on the Aerial Derby held at that station on March 31st, the purpose being to establish United States speed records for the 1,000 and 500-kilometer courses.

Lieut. Harold R. Harris with Mr. Ralph Lockwood as observer, piloting a DH4-L airplane was the only entry finishing the 1,000-kilometer test. A distinct improvement was achieved over the French record, Lieut. Harris completing the course in 4 hours, 52 minutes and 35.24 seconds, an average speed of 127.34 miles an hour.

Two days previous to March 31st the French established official speed records for both 500 and 1,000 kilometers, their time for the former distance, established by Lt. Batelier, being 2 hours, 42 minutes, 51.6 seconds, and for the latter distance, 6 hours, 39 minutes and 40.4 seconds. Lieut. Alex Pearson won the 500-kilometer test, traveling that distance in 1 hour, 51 minutes, 18 seconds, or at an average speed of 167.73 miles an hour.

A triangular 50-kilometer course was plotted for these tests, having for its pylons the water tower at McCook Field, the water tower at Wilbur Wright Field and a specially erected pylon at New Carlisle, Ohio. The timing stand to hold official observers, timers and the timing equipment was erected beside the McCook Field pylon.

There were five entries in the 1,000-kilometer test - other pilots besides Lt. Harris being Lt. H.H. Mills and Mr. Louis Meister, each piloting a DH4B-3, Major Knerr a DH4B and Mr. Arthur Smith a LePere.

There were twelve entries for the 500-kilometer race, six of which completed the distance. Each of these six pilots succeeded in bettering the French record, Lt. Pearson cutting down the time by almost an hour.

The following is a list of the pilots who completed the 500 kilometers, and their records:

<u>Pilot</u>	<u>Airplane</u>	<u>Average speed</u>	<u>Time</u>
Lt. H.R. Harris	DH4L	127.1	2 hr. 26 min. 39.09 sec.
Mr. Louis Meister	DH4B-3	121.9	2 " 32 " 48.44 "
Lt. H.H. Mills	DH4B-3	119.8	2 " 36 " 26.69 "
Lt. Stromme	VE-9	114.58	2 " 42 " 35.47 "
Mr. Arthur Smith	LePere	122.17	2 " 32 " 31.87 "
Lt. Alexander Pearson	Verville Sperry	167.73	1 " 51 " 18. "

The remaining six entries were compelled to land before the 500 kilometers had been flown. Lt. Boyd, piloting an XB1-A ran afoul of a leaking gas tank; Lt. Leigh Wade (VE-9) had trouble with the gasoline line; Lt. Brockley (PW-2) had the radiator freeze on him before leaving the ground; a broken radiator shutter control placed Major Knerr (DH4-B) out of the running; a broken oil tank terminated Lt. Amberg's flight in his XB1-A, and Lt. Van Veghten, also piloting an XB1A, had to land because of a burnt bearing.

Mr. Meister, Lt. Mills and Mr. Arthur Smith, who were entries in the 1,000 kilometer race, had forced landings after successfully completing the 500-kilometer distance, engine trouble in each case.

These races were considered a complete success, not only because they accomplished the purpose for which they had been planned, but because of the wide outside interest in Air Service activities which they promoted.

Mr. Odis A. Porter, official timer for the F.A.I. in the United States, has been in Dayton for these racing events with his electrical timing device, the only one of its kind in the world. Mr. Porter has had wide experience in timing motor boat and automobile races, as well as air races, and the Engineering Division at McCook Field has been fortunate in securing his services.

NOTES FROM AIR SERVICE FIELDS.

Kelly Field, San Antonio, Texas, April 7, 1923.

THIRD ATTACK GROUP

TWENTY-SIXTH ATTACK SQUADRON: On March 31st the Group was inspected and reviewed by the Post Commander and Brigadier General Nolan, Commanding the Second Division at Fort Sam Houston, Texas. After the inspection and review of the dismounted troops an aerial review was held, in which fifty planes of this field participated.

Lieut. Ray Clark, Operations Officer, made a cross-country flight to Fredericksburg, Texas, with Sergeant Thompson as passenger. The return flight was made before sundown of the same day.

During the past week attack problems and formation have been indulged in almost every day, which brings the total of flying time up considerably.

EIGHTH ATTACK SQUADRON: The officers of this organization participated in formation, attack, radio telephone and machine gun practice flights, as well as the review on Saturday, March 31st. Five planes were flown from this organization. With the addition of two new planes received from the S.A.A.I.D., this squadron will be able at any time to place a five-plane formation of yellow nosed ships in the air.

Lieut. Carr with Sgt. Tompkins as passenger proceeded on cross-country to Fredericksburg, Texas, returning the same day.

Lieut. Phillips, with Private Wolf as mechanic, made a cross-country trip to Dallas, Texas, on April 1st, returning the 3rd, being detained by inclement weather.

SIXTIETH SERVICE SQUADRON: Captain Arthur B. McDaniel of the School Group, left for Ellington Field on April 3rd.

Staff Sgt. Colby, of the School Group, with Sgt. Wells, as mechanic, made a cross-country flight to Ellington Field, returning the same date.

The 60th Service Squadron baseball team went to Camp Normoyle, Texas, on Sunday, the 1st, and lost a hard fought game, score 6 to 2.

This squadron participated in the aerial review on March 31st, using its GAX planes.

The squadron won its first ball game Wednesday, shutting out the 8th squadron 12 to 0.

Quite a few tests have been made with machine guns on the GAX airplanes during the past week. We expect to have another GAX assigned to the organization in the next few days, which will make a total of five of the "little fellows".

NINETIETH ATTACK SQUADRON: The squadron participated in a dismounted review before Brigadier General Nolan.

Lieut. B.E. Gates took off on the morning of April 3rd for Houston, Texas, on a cross-country trip for the purpose of transporting Mr. Fred Starek, President of the War Finance Board, on his tour of inspection. Lieut. Gates landed at Houston, picked up Mr. Starek, and immediately left for Fort Worth, Texas. Concluding their business there they took off for Kelly Field, and arrived at 7:00 P.M., April 4th. The plane was placed in the hangar and the mechanics made a complete overhaul and inspection of motor and plane. By working practically all of the night this was accomplished and the plane was ready to leave the following morning. The time of return to this field is unknown. Whether the flight shall continue beyond El Paso depends upon conditions, and facilities for continuing the flight.

This organization participated in aerial maneuvers on the 4th in conjunction with the Group. The maneuvers consisted of an attack upon simulated enemy troops and trains west of Kelly Field. The attack was made with single Lewis guns and bombs.

Everyone is now policing up preparatory to the coming inspection of the Chief of Air Service, but no one over-exerting himself, due to the fact that everything is, and has been for some time, in first-class condition.

TENTH SCHOOL GROUP

TWENTY-SECOND PHOTO SECTION: Capt. G.E. Giffin, with Pvt. Smith as observer, left for Brownsville, Texas, to complete the photographic work begun there recently.

SIXTY-EIGHTH SERVICE SQUADRON: A new system has been installed in the hangar assigned to the organization. Each airplane is assigned to a place in the hangar and nearby a tool locker and bench have been placed. It is expected that this system will save time in making minor repairs and adjustments.

The shops of this organization are now well organized and prepared to give efficient service during the coming school term. Martin Line Reamers are to be used in the near future, and it is believed that these tools will speed up the present process of overhauling motors about forty per cent.

FORTY-FIRST SCHOOL SQUADRON: Flying during the past week consisted mainly of formation practice in preparation for the aerial review to be held for the Chief of Air Service.

Lieut. Rice, with Sgt. Turner as mechanic, made a cross-country flight to Houston.

FORTY-THIRD SCHOOL SQUADRON: Flying for the week consisted of training, formation and test flights in Spads and MB3A's.

Clark Field, Pampanga, P.I., Feb. 24, 1923.

Division Maneuvers commenced February 16th, but the Air Service did not actively participate until the 19th. Airplanes of Clark Field were employed in reconnoitering and bombing enemy positions, observing and directing Artillery fire, and strafing the enemy's advance. Maneuvers were discontinued upon evacuation of Camp Stotsenburg by troops from Fort Wm. McKinley, on the 23rd.

In our letter of last week mention was made of a flight north for purpose of accomplishing a photographic mission. Lieut. E.L. Searl, Commanding Officer of the Detachment, returned to Clark Field and reported a shortage of gasoline at Laoag, thereby curtailing operations at that place until a new supply can be secured. Those now stationed at Laoag have a novel duty. There has never been any aerial operations so far north, and the people are receptive and hospitable. The country is unparalleled in beautiful contour and wealth of vegetation. Lieut. Searl expressed satisfaction at being head of this pleasant mission.

The personnel of Clark Field have now seen service in almost every corner of the Archipelago, from the charming coves along the north coast of Luzon and beautiful coconut plantations of the Cagayan River valley to the alluring mysteries of the Southern Islands. They have been the pioneers who charted air routes connecting these far flung possessions.

Activities for the 22nd terminated in a lamentable accident. Lieut. John Wilson, of the 28th Squadron (Bombardment) Pilot, with Lieut. Frank L. Cook, of the 3rd Squadron (Pursuit), as Bomber, having completed maneuvers and bombing of enemy concentration, cracked up upon landing. Lieut. Wilson sustained a broken arm and numerous cuts and bruises while Lieut. Cook seems to not have suffered much aside from the shock. Both officers however, were completely knocked out at the time of the accident.

Capt. A.H. Gilkeson, having received notification of the approval of his request for detached service to the Southern Islands, left with his wife, for Manila on February 23rd.

Aerial operations totalled 54 flights, 39 hours, 35 minutes.

Clark Field, Pampanga, P.I., March 3, 1923.

A gallant company of pioneer stock are now occupied with the exceedingly tedious and hazardous task of penetrating jungle fastness, and climbing Pinatuba's lofty peak. While no Air Service personnel are accompanying the expedition, airplanes from this station fly daily patrol and report advancement.

On February 25th, (by mounted messenger): "Please drop us 200 pounds of chow at our panel station in saddle south side of Pinatuba, at end of Cogan Grass

Field - send potatoes, rice, flour, milk, coffee, bread, baking powder, lard or grease and bacon - we expect to reach top Pinatuba on 28th - look for our panels on afternoon of 28th and morning of March first - signed Snyder". This message, to the Commanding Officer, Flight Co. "I", 28th Squadron, arrived at Clark Field February 26th. On the 27th, Lieut. McHenry, pilot, and Lieut. Gravely, observer, flew to Pinatuba Mountain with the food requested. The food was dropped from an altitude of 100 feet above the camp on Pinatuba, of a party of Artillerymen who were out to climb the famous mountain and prove that they had been there, there having been considerable doubt cast on the success of prior attempts to reach the top of the mountain.

After dropping the food, airplane was flown to top of Pinatuba, where four persons were seen waving to the plane. On the following morning, Lieut. Gravely and Lieut. Evans again flew to Pinatuba and observed two persons on the top of the peak.

On March first, in response to a radio call from Capt. Snyder, 200 grains quinine capsules and other medicine was dropped at the Pinatuba camp. On this date there were several persons on top of the mountain. It was impossible to tell the exact number, on account of the thick underbrush at the point where the party was seen. However, there were several smoke pots and Bengal Flares set off while the airplane circled the mountain top.

Captain L.N. Keckling, who was absent from the field visiting Baguio since January 15th, reported back for duty.

Captain A.H. Gilkerson and wife and Capt. D.W. Bedinger, Flight Surgeon, are touring the Southern Islands.

Clark Field, Pampanga, P.I., March 10, 1923.

1st Lieuts. W.S. Gravely and C.R. Evans are now on Detached Service at Fort Mills, Corregidor, for duty in connection with Coast Artillery Practice.

Capt. L.N. Keckling assumed command of Clark Field on March 5th, vice Lieut. Gravely, relieved.

1st Lieut. Harry A. Johnson, having been granted one month's leave of absence, is now in Baguio and intends to explore a part of the mountainous waste of northwestern Luzon. It is reported that game is abundant in that locality, and Lieut. Johnson has expressed intention of spending much time in hunting.

A holiday was declared March 7th for attendance of command at the monthly Field Meet held on the parade ground, Camp Stotsenburg. Only three entries were made from the Air Service, but at that we succeeded in carrying away a first prize.

Construction of a Post Exchange and Recreation Hall is under way now. The need of this building has long been realized, but circumstances have prevented any actual accomplishment. The fact is, the Air Service, since arrival in the Philippine Department, was too busy for anything but strict necessities and little time has been found for amusement or preparation for same. Now that a good footing has been established, we are ready to commence a new line of endeavor whereby we and our successors can find relief and enjoy modern conveniences.

Fifty-four flights of 13 hours, 15 minutes ended activities for the week.

Camp Nichols, Rizal, P.I., Feb. 17, 1923.

The Department Commander appreciated the co-operation of the Air Service at Department Military Tournament held at Fort McKinley last month, as indicated in his letter to the Commanding Officer, Camp Nichols, quoted below:

"It gives me pleasure to thank the personnel of your command, officers and enlisted, for the parts played by them in the recent Department Military Tournament.

I can but feel pride in an organization which proves itself under all conditions, and the flights, message dropping, parachute landings, and aere photography all contributed materially to the success of the Tournament."

Cooperation with Navy. On February 12 and 13, Flight "B", 2nd Squadron (Observation), Camp Nichols, performed three observation missions in conjunction with the Destroyer Squadron, U.S. Asiatic Fleet, during a torpedo firing practice conducted in the China Sea off the west coast of Luzon.

Aerial observation was used as an aid to the recovery of those torpedoes which failed to follow a proper course and were, therefore, invisible to the surface forces, or which sank at the end of their run. Each destroyer fired a series of four torpedoes at short intervals at a moving target at 10,000 yards range.

The airplane tracked the torpedoes, reporting by radio the progress of those which failed to follow a true course. Smoke torches were dropped on the surface to mark the positions of the torpedoes which sank.

Excellent two-way radio communication was maintained with the squadron flagship, using "Army and Navy Communication Procedure".

The total flying time for the three missions was nine hours and ten minutes. Lieuts. Cyrus Bettis and Edwin R. McReynolds, Air Service, were pilots, and Lieut. George H. Burgess acted as observer.

The Commander of the Destroyer Squadron acknowledged that the assistance rendered by the Air Service was instrumental in the recovery of a number of torpedoes.

The swimming pool is nearing completion and should be ready for use of the personnel at this Post in the very near future. This is especially appreciated, in view of the approaching hot season.

Special details are at work in the afternoons on tennis courts, which are being provided at this Post. These tennis courts will be especially appreciated by the officers in view of the present limited facilities for athletics.

Captain Thomas J. Hanley, Jr., A.S., our Commanding Officer, left for fifteen days' detached service at Camp John Hay, Baguio.

Camp Nichols, Rizal, P.I., March 3, 1923.

First Lieut. John Y. York, Air Service, returned from sick in hospital, and has been sent on fifteen days' detached service to Camp John Hay, Baguio, P.I.

Lieuts. S.O. Carter, J.R. Glascock, and E.R. McReynolds, A.S., spent the week end at Camp John Hay.

First Lieut. Willis R. Taylor just returned from Camp John Hay.

Capt. Frederick R. Lafferty, Air Service, was fortunate enough to secure accommodations on the Transport "Merritt", making the Southern Island trip, through another officer dropping out at the last moment.

Brooks Field, San Antonio, Texas, April 16, 1923.

More rainy weather seriously cut into the training during the week but about a dozen more students have passed their flying tests with 1st Lieut. John D. Corkill, and are now on formation and cross-country training. The total man hours in the air for the week totaled 1029, with over 6000 hops.

The buzz of rotary motors over the field was nearly continuous during the last part of the week, following the arrival of eight T.A. 3's and one T.W.3. The crews made record time in setting up the ships and four of them were completed and tested within 24 hours after their arrival. These planes are to be given a thorough test at this school, and a report made as to the advisability of using them as training planes instead of the J.N.6's. The next class will get a complete course of training in these planes and it is expected that nearly all the members of the present class will be given an opportunity for a few hops in them. From the experiences of the various pilots during the last few days in these planes, there are likely to be some adverse reports regarding the visibility of the pilot, the great amount of care required for the motors, and the amount of attention which the motor required from the pilot/while in the air. A similar test is to be given the Vought plane, but the shipment of these is still on the road.

The new provision which permits mothers and wives of Air Service officers to take a thirty minute hop each six months, was quickly taken advantage of by several of the ladies at this post and all of them were delighted with the experience. It is expected that all of the wives will have taken advantage of the flight privilege before another two weeks have passed.

The Post baseball team opened its season Friday afternoon by smothering the team from Camp Normoyle. During the first inning it looked as though the visitors were going to have things pretty much their own way, but their visions of victory faded after that. The Brooks players made a run in the initial inning, four more in the second, and then put the game on ice with 12 in the third, when 16 batters faced the Normoyle pitcher. Four more runs were added in the next two innings and then the game was called after the first half of the sixth.

Brooks Field, San Antonio, Texas, April 23, 1923.

Six officers of the field have received notification that they will be sent on foreign service this fall. Captain Charles E. Rust and 1st Lieut. William W. Welch will go to Panama, while Lieuts. Robert M. Webster, Arthur I. Ennis, A.R. McConnell and A. L. Thornton will go to Hawaii. A number of other officers are high on the list for foreign service and expect to receive notification soon, but most of them hope that the notices will not come until there is a chance for service in the Philippines.

Captain Ralph Royce, Commandant of the field, has been qualifying during the past week as a burglar. He has become so proficient that he can enter the window of his bedroom without arousing any member of his household. The reason for his quiet and stealthy entrances during the past week is because his son "Scotty" has the measles, and with Mrs. Royce, is quarantined. Captain Royce had the choice of taking quarters with the bachelors, or of using his sleeping porch, and he selected the latter as being the lesser of two evils.

Captain Royce and Lieuts. Clements McMullen, Leland R. Hewitt and Wendall B. McCoy started Friday on a 700 mile cross-country to Mansfield, Louisiana, incidentally the home of Lieut. Hewitt. They expected to stop at College Station, Texas, for a supply of gas and will return on Monday provided adverse weather conditions do not delay them. Lieut. Hewitt has assured them of a royal welcome at Mansfield, and that several fatted calves would be sacrificed in their honor.

The Brooks Field baseball team played one game during the week and added another victory. The West Texas Military Academy were the victims in a 6-0 game on Wednesday. Terrill pitched for the Brooks team and allowed three hits, but his strong point was his absolute mastery over the opposing batters when a hit was needed to score a run. He retired the side without a run in the sixth inning after the Academy players had filled the bases with none out. He also delivered a timely single which scored two runs. Brooks only secured three hits off the opposing pitcher but hit the ball savagely most of the time, and several of the errors charged the opponents could just as well have been credited as hits. The team is rounding into its top form rapidly and is looking forward to a series of games with Kelly Field and the Air Intermediate Depot.

The officers' baseball team took the enlisted men into camp by an 8-4 count. Capt. Royce pitched a fine game for the Officers and, aided by some excellent hitting, was never in danger of being on the losing end. Two of the best players on the Enlisted team were absent from the game, and it is expected that another game will be arranged soon when both teams can present their strongest lineups.

Middletown, Pa., Air Intermediate Depot, April 9, 1923.

The green grass and warm weather brought out of their hiding places the usual spring assortment of more or less serviceable appurtenances of the ancient and honorable Scotch game, and the threats, promises and hopes of the Post golfists would indicate that the Harrisburg Country Club course is to be the theatre of operations for some very good, some very bad, and a great deal of indifferent golf work this season. Mayhap later on, when handicaps are all allotted, there may be issued to the military world in general and to all within three hundred miles in particular, a challenge by us, on the part of our champion, to single combat between him and the chosen representative of any other post, garrison, station or place that sports or supports one or more golfing officers.

Lieut. Victor H. Strahm, who left the fastnesses and wilds of Texas some time ago to satisfy at Dayton his curiosity as to what makes a Liberty go, reported at this station with said curiosity forever satisfied. The Commanding Officer immediately elected him Adjutant, Personnel Adjutant, Recruiting Officer, Insurance Officer, Signal Officer, Accident Investigation Officer, Morale Officer, and Information Officer, the office of Captain of the Head being still retained by Deacon Davenport, our ebony tinted Janitor. After overcoming his chagrin at finding no time clock here to punch, he settled down to his new and arduous duties with surprisingly little clatter. Major Royce, at Brooks, will be interested to learn that Strahm has been reduced by about forty pounds by the rigors of his term of service at McCook.

Through the kindness of Colonel Stackpole, commanding the 104th Cavalry Regiment, Pennsylvania National Guard, the use of a number of excellent mounts has been made available to the officers of this station. As a result there are a number now about the Post to whom walking is a misery and sitting down no relief at all. However, if their persistence is in direct proportion to the amount of

initial enthusiasm shown, there is no doubt that all hands will shortly be able to meet a few hours of saddle pounding with the proper calloused indifference.

With the dull Lenten season well in the rear, Post affairs have taken a pleasant and sprightly turn, pointing towards an enjoyable summer.

Mrs. Roy M. Jones entertained the ladies of the Post at bridge April 3rd, in honor of her house guest Mrs. William R. Howell.

Mrs. R.K. LeBrou entertained the ladies of the Post at bridge to meet her mother, Mrs. Sherman F. Peacock, who is visiting her at present.

Rockwell Air Intermediate Depot, Coronado, Calif., April 6, 1923.

In view of the expected visit of the Chief of the Air Service, invitations were sent out by the Officers Club of Rockwell Field for a reception in his honor on April 16th, and it is expected that there will be a large gathering of people prominent in civic, naval and military affairs present to welcome the General on his first visit to the Pacific coast as Chief of the Air Service.

San Diego has a reputation of being a great booster for aviation, and the people of this city never overlook an opportunity to tell the world of the climate we have here and of the advantage we have over other parts of the United States in regard to flying conditions throughout the year. The "San Diego Union", under date of April 4th, published an invitation to our noted airmen, Lieuts. John A. Macready and Oakley G. Kelly, which is transcribed for the benefit of the Air Service at large; and in behalf of the "Union", will say that these sentiments are in accord with all members of this Depot and we all feel that if there is any world's endurance record to be broken, here is the proper place to break it. (We don't doubt that but evidently Dayton, Ohio, is some "punkins" in the way of climate for the record was broken in that thriving Ohio City - Ed.)

"AN INVITATION"

"We respectfully invite Lieuts. John A. Macready and Oakley G. Kelly to return to their home town for their next attempt to beat the world's aerial endurance record. They tried it last Friday and Saturday in Dayton, O., and encountered a blinding blizzard and zero weather. They stayed up seven hours. Here in San Diego, last fall, they piloted the same plane over the city for about 34 hours.

"In extending our invitation to Lieuts. Kelly and Macready, we beg leave to call attention to the fact that their record-breaking flight here was made in October, when we don't claim to have perfect flying weather. If they'll come back any time in the next four or five months, they'll find summer weather - we'll guarantee it. We might add that summer in San Diego beats spring in Dayton.

"If we have time, we'll forward this invitation officially - through two squads of adjutants, as many field officers as possible, via the chief of the army air service, etcetera - to our airdevil friends."

There has been no let-up as yet in the sale of Thomas-Morse scouts. 94 of these planes have been sold up to date and as there were approximately 187 to be disposed of when the sale commenced it can be seen that much storage space is being made available for other classes of material.

Admiral Sims visited Admiral Welles at the Naval Air Station on North Island, and was entertained by the American Legion at a dinner given at the San Diego Hotel. Following the dinner a reception was given in his honor at the home of Admiral Welles at the Naval Air Station, which was attended by a large number of military and naval officers. The next morning an aerial review by the Navy airmen was given in his honor and in the evening Admiral Sims gave a dinner in the city for the officers stationed about San Diego, who served with him on the high seas.

A Blue Rock tournament was held Wednesday afternoon between the Rockwell Air Intermediate Depot Gun Club and a picked squad from the Naval Air Station, and, as predicted, the Rockwell team carried off the honors. Lieut. Hino was high gun of the Air Service squad and also of the shoot, breaking 42 targets out of the 50 shot at. Lieut. Stanley was high gun for the Navy with 33 birds.

Rockwell Air Intermediate Depot, Coronado, Calif., April 13, 1923.

On Monday noon, in compliance with the request that he be cremated and his ashes scattered to the four winds a mile from shore, over the broad expanse of the Pacific Ocean, Mr. Fulton Hewson and Mr. S.M. Oleson, employees at this Depot, took aloft the small copper casket which held all that remained of our departed friend, Josef Escher, and scattered his ashes to the winds off North Island. Mr. Escher was a sheet metal worker here and while not a pilot, was deeply interested in all things pertaining to aviation, and Messrs. Hewson and Oleson were only too glad to do their part in carrying out the wishes of their former shop-mate and friend. Mr. Hewson flew his own ship, which is a Curtiss-JN, bought from the Air Service at the sale held here recently.

Major General Eli A. Helmeck, Inspector General of the United States Army, made an inspection of this Depot Thursday afternoon.

The Officers of Rockwell Field attended a luncheon given by the officers of the Naval Air Station Thursday noon, which was made doubly interesting owing to the return of the fleet from the maneuvers at Panama. Many of the Naval Officers present returned here Wednesday and gave some very interesting talks on subjects touching on the performance of the aircraft and the co-ordination maintained between the Air Fleet and the ships of Uncle Sam's Navy.

General Mason M. Patrick, Chief of Air Service, is expected to arrive in San Diego early Sunday morning, and will leave Rockwell Field at 9:00 A.M. for Clover Field, Santa Monica, Calif., by air, to speak at the dedication of the opening of that Field as a training field for the Air Service Reserves of this Corps Area.

North Island, which includes both the Naval Air Station and Rockwell Air Intermediate Depot, is having a run of notables lately, and it is hoped that we have made a good impression on our visitors, as we consider this the ideal place to entertain them during the winter season, as all days are flying days in this locality. During the past month we have had a Congressional Party, one Admiral, and two Major Generals drop in on us and, as the latch string is always on the outside, "let-'em-come, the more the merrier."

Scott Field, Belleville, Ill., April 15, 1923.

Lieut. and Mrs. Charles P. Clark announced the birth of a daughter, Elizabeth Jeannette, on March 20th.

Capt. L.F. Stone, A.S., was appointed Assistant Commandant of the Balloon and Airship School in addition to his other duties.

The Federal Government established a Post Office at Scott Field, Mrs. Florence R. Tremblay being appointed Postmistress.

The Flying Club of St. Louis was host to ten officers from the field at its regular monthly meeting in Hotel Chase. Plans for the participation of the Club in the International Aviation Meet in St. Louis, October 1 - 3, were discussed. A free-for-all race, from all parts of the country, with St. Louis as its objective, is proposed as an opening event of the Meet, according to a tentative program/committee of the St. Louis Air Board. The contest is to be called the "On-to-St. Louis" race, and the fliers will be handicapped according to their machines, fuel consumed and distance traveled.

1. The first part of the document discusses the importance of maintaining accurate records of all transactions and activities. It emphasizes that proper record-keeping is essential for financial stability and transparency.

2. The second part details the various methods and tools used to collect and analyze data. It highlights the need for consistent and reliable information to support decision-making.

3. The third part outlines the procedures for reporting and reviewing the collected data. It stresses the importance of regular communication and feedback loops to ensure that the organization remains on track.

4. The fourth part discusses the challenges and risks associated with data collection and analysis. It identifies common pitfalls and offers strategies to mitigate them, such as ensuring data quality and security.

5. The fifth part provides a summary of the key findings and recommendations. It concludes that a systematic approach to data management is crucial for long-term success and growth.

6. The final part offers practical advice and resources for implementing the discussed concepts. It encourages ongoing learning and adaptation to changing circumstances.

7. The document also includes a section on the importance of collaboration and teamwork. It notes that achieving organizational goals often requires the collective effort of all team members.

8. Additionally, it touches upon the role of technology in modern data management. It suggests leveraging advanced tools and software to streamline processes and improve efficiency.

9. The document concludes by reiterating the commitment to excellence and continuous improvement. It expresses confidence in the organization's ability to overcome challenges and achieve its vision.

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 6, 1923.

ACCOMPLISHING THE IMPOSSIBLE.

A non-stop flight across the American continent! The idea was startling, to say the least, and yet two Army Air Service pilots, Lieuts. Oakley G. Kelly and John A. Macready, already famous for their many achievements in aviation, successfully accomplished an undertaking, the mere thought of which caused most of us to shake our heads in doubt. They started from Mitchel Field, L.I., New York, shortly after the noon hour of one day, and without any intermediate stop landed at Rockwell Field, San Diego, California, shortly after the noon hour the next day.

Back in 1921 two Army airmen had a dream. They conceived the idea of attempting a non-stop flight across the United States. When these two officers, Lieuts. Kelly and Fairchild, broached the idea to others they found themselves the target of much good-natured ridicule. People are always prone to say "It can't be done!" much the same as the Doubting Thomases remarked some twenty years ago, when the Wright Brothers were about to make their first airplane flight at Kitty Hawk, N.C., that "the thing will never leave the ground".

We may well ask, however, what wonderful invention - what remarkable achievement - was not first thought to be a dream. An unfortunate airplane accident, when Lieut. Fairchild suffered a broken arm, prevented him from actively participating in the flight. He was supplanted by Lieut. Ernest W. Dichman, but later, when the idea commenced to take root and careful investigation and research brought out the fact that the project had possibilities, Lieut. Dichman, due to his comparative inexperience in long cross-country flights, was relieved by Lieut. Macready, and thus with Lt. Kelly an ideal team was certainly paired up, if their subsequent accomplishments count for anything. What they have accomplished in the line of aeronautical endeavor is now a matter of history, and their achievements have contributed in no small degree towards bringing American aviation to the fore in a remarkably brief space of time.

Twice they were balked in their attempt to accomplish the non-stop flight. On their first attempt a fog in the mountains of Southern California compelled them to return to their starting point, San Diego, at which time they decided to do the next best thing and circle the field until their fuel supply gave out. The good old Liberty engine in the Transport T-2 did not fail them, and they landed after 35 hours and 18½ minutes continuous flying, breaking all duration records for airplane flight. On their second attempt they covered 2060 miles in continuous flight, when a break in the radiator forced them to land near Indianapolis, Ind., some 800 miles short of their objective - New York City.

More determined than ever, and following closely upon their remarkable feat of breaking the official world duration record on April 17th by remaining in the air 36 hours, 4 minutes and 31 seconds, they made a third attempt to cross the continent in one "hop", and - succeeded! On this last attempt the aviators decided to travel from east to west instead of from west to east. Several things were brought to light to influence the change. It was figured by the pilots that by taking off from New York the struggle for altitude at the start with the maximum load would be eliminated, while it was also thought that a distance of 400 miles would be gained in the change by directing a straight line course to Las Vegas, thence directly westward over the mountain peaks to San Diego, made possible by the lightened weight caused by the consumption of fuel.

That their judgment was vindicated goes without saying. Taking off from Mitchel Field, L.I., New York, at 12:36:18 p.m., May 2nd, they winged their way over mountains, rivers, valleys, plains and prairies, and landed at Rockwell Field, San Diego, at noon the next day, setting the wheels of the T-2 at rest on the flying field at 12:36:2/5 p.m. Pacific time, and covering the distance of approximately 2520 miles, separating the American metropolis from that beautiful little Southern California city in 26 hours, 50 minutes and 38-2/5 seconds.

Probably the most difficult obstacle which confronted the pilots in undertaking their remarkable flight was to get their heavily loaded plane off the ground and gain sufficient altitude to clear obstructions on the ground. The monoplane, weighted down as it was with its great load of fuel, required at the take-off a run of about a mile before the wheels left the ground. The difficulties which beset these two intrepid pilots at the start is told by Lieut. Macready in a recent issue of the Los Angeles TIMES. After dwelling on their previous attempts to negotiate the non-stop flight, their calculations as to the most propitious moment from a meteorological standpoint to make their last attempt, Lieut. Macready, describing the take-off, states:

"The old girl lumbered across the field for what seemed like miles, and finally lifted herself off, clearing the hangars by what seemed to me like inches. I had made up my mind that there wasn't a chance of our getting away, and was only hoping that Kelly would be able to take her over to those salt marshes along the edge of Long Island, where we might possibly get away with a safe landing with our heavy load. Well, I'll tell you, we scraped along the housetops and hillsides with our Liberty motor running absolutely full power, and for hours we felt as though we could stick out our hands and grab a handful of daisies off the fields. We could only get a few hundred feet altitude, no matter how we 'stalled' the plane to climb. The gradual lightening of our load as the big Liberty consumed twenty-six gallons an hour didn't help much because, as we got further West the altitude of the country was increasing, and we were apparently only about keeping pace with it.

"Night caught us somewhere this side of Indianapolis. We scraped along in the semi-darkness with the moon occasionally peeping through the clouds. We had nothing but our compass to guide us after we had lost the lights of St. Louis behind.

"With our air speed indicator reading about eighty miles an hour, we were greatly encouraged as we checked our progress to see that we were making about 100 miles an hour actual speed, indicating that our long awaited and much needed 'tail wind' was shoving us along at an average of twenty miles an hour over the speed the plane was making by its own efforts. But the necessity of running our engine at practically full power all the way increased not only our fuel consumption, but the chance of breakage of parts. It wasn't until we were flying over Arizona yesterday morning and for the first time found we could throttle our motor, that we felt sure we were going to make the trip successfully.

"If anybody thinks we weren't lucky and didn't need that wind, you can see that all the gasoline we had left when we arrived at San Diego was 35 gallons, enough for another hundred miles and a little more. It was the wind that enabled us not only to make the remarkable time we did, but that probably enabled us to complete the flight at all.

"The motor functioned perfectly throughout the trip, and everything seemed to combine to help us."

Our Mitchel Field Correspondent makes the following comment on this flight:

"When Lieutenants Macready and Kelly hopped off from Roosevelt Field at 1:37 p.m. on May 2nd they were undertaking a mission that only the Army Air Service had entire confidence in its actual fulfillment. A little over a day later they stepped out of the plane at Rockwell Field and stepped into the pages of history as permanent figures.

That they possessed courage and vision is established. Beyond that was a quiet determination to overcome even the unforeseen. No hazard was too slight to be given consideration; no hazard was great enough to swerve them from plans already decided to be the most expeditious. They were out to win and every action was with that thought in mind. No plans were made in the event of failure and it is doubted if the pilots ever considered that as a possibility. It is this faith, combined judgment and ability that wins victories and makes records.

Mitchel Field is very proud of the small part that it had in the preparations and final take-off. During the pilots' stay at the field they were the house guests of Major W.R. Weaver. Though under a tension incident to the preparation of the plane and an intensive study of the weather forecasts, never for a moment did they show any sign of the strain. On the other hand they were always ready to explain the purpose of their mission and the mechanical features of their plane, a fact which made a friend of everyone that they came in contact with."

Major Junius W. Jones and 1st Lieuts. John C. Kennedy and Marion L. Elliott, Air Service, were designated as the officers to witness the take-off of the T-2

from Roosevelt Field on its transcontinental flight. The time reported by these officers as the exact moment the T-2 left the ground for the last time was 36 minutes, 53 seconds after one o'clock p.m. New York Daylight Saving Time, or 36 minutes, 53 seconds after twelve noon, Standard time.

Touching on that stage of their aerial journey when they were nearing St. Louis, Lieut. Macready said: "approximately 50 miles from Belleville, Ill., we were thrilled by the sight of a huge beam of light projecting up through the clouds. It was a veritable beacon along a rocky and dangerous shore for us, for otherwise intensive darkness prevailed and we were trusting solely to our compass to keep on a straight course. Aided by this light, which we knew came from Belleville, we continued straight as an arrow for the Missouri river."

Scott Field is east of Belleville and its flood lights are visible for about 40 miles in the air. The T-2 passed over the field at exactly 9 p.m. Wednesday and dropped three red flares as a greeting. Shortly afterwards it was heard over South St. Louis and then Maplewood and Webster groves.

As it was only natural to suppose, the newspapers throughout the country gave comprehensive accounts of the flight, particularly the newspapers on the Pacific Coast, and it cannot be doubted that the wide publicity given this wonderful aeronautical achievement will redound to the benefit of the Army Air Service and serve to arouse more interest in aviation. Most of the newspaper accounts were quite accurate, but in one particular case we noticed that a feature writer apparently allowed his imagination to run away with him. After recounting the fact that the airmen dropped a note to their Commanding Officer while passing over McCook Field to the effect that everything was going well and that they would dine the next day at San Diego, he went on to say that after leaving Wilbur Wright Field "the sailing was smooth and by twilight the two figures, huddled over their maps in the cabin, spotted themselves over Missouri, ordinarily 30 hours from New York City by train." If Kelly and Macready were in the cabin poring over their maps, we wonder who piloted the T-2 at that particular time. We never suspected that the T-2 was a pilotless plane.

The people of San Diego were all agog over the flight, and a great crowd congregated at Rockwell Field waiting in almost breathless suspense the arrival of the two men who made history for that city. When they sighted the giant monoplane over the horizon shortly after twelve o'clock, their enthusiasm knew no bounds. A mighty chorus of sirens arose from every source in the city. Women waved handkerchiefs and men tossed their hats into the air and shouted. Straight for North Island shot the T-2, and shortly thereafter another shout went up, denoting that the plane had landed and that the epochal flight had come to a successful conclusion.

The two aviators, begrimed and spattered with oil from crown to heel, looking drawn and tired, scrambled out of their transcontinental express, limited, and were immediately surrounded by the jubilant and enthusiastic throng. Pretty young girls shoved flowers into their arms and newspaper photographers struggled through the crush to get near enough to them to shoot snapshots for a permanent record of an immortal moment. After much difficulty the two officers managed to make their way to the Officers' Club at the field, where they were showered with congratulatory telegrams, foremost among them being wired congratulations from the President, General Pershing, General Patrick, General Mitchell, and Admiral Moffett.

"You have written a new chapter in triumphs of American aviation," wired the President.

General Patrick wired as follows:

"I extend to you hearty congratulations upon your successful completion of world's record non-stop flight from New York to San Diego. This flight is viewed with pride by all Air Service officers and brings to this country increased prestige in the world of aeronautics. It is the fruit of a determined and courageous effort of which you may both be justly proud."

Rear Admiral W.A. Moffett, Chief Bureau of Aeronautics, Navy Department, wired: "Sincere congratulations from myself and all officers of the Bureau of Aeronautics on your wonderful accomplishment. Your success is a shining example of the possibilities of modern aircraft when manned by men with determination, grit and skill."

One of the interesting telegrams they received was from Ezra Meeker, of New York City, which brought a sober reflection on the remarkable trend of progress in transportation. The telegram read: "Congratulations on your wonderful flight, which beats my time made 71 years ago by ox team at two miles an hour, five months on the way. Happy to see in my 93rd year so great transformation in methods of travel. Ready to go with you next time."

Major Leonard H. Drennan, Chief of Personnel, Office Chief of Air Service, received the following telegram from Colonel Franklin R. Kenney, who during the war served in the capacity of Executive Officer of the Bureau of Military Aeronautics in Washington:

"I win five thousand dollars if Macready and Kelly are successful in nonstop flight. Will you wire my expense Macready and Kelly asking them if they will accept the five thousand as a gift to celebrate with their wives the greatest achievement in our aviation history? You explain to them and make the gallant young bull pups take it."

Lieuts. Kelly and Macready answered Colonel Kenney as follows:

"To do anything that needs doing is a soldier's plain duty but when that accomplishment brings victory to a friend it makes it a pleasure. With the grateful acceptance of your magnificent gift there is satisfaction in the knowledge that it pays to bet on the Army Air Service."

The distance flown on this first non-stop flight across the United States would have enabled Kelly and Macready to cross the turbulent Atlantic from Halifax, N.S. to Liverpool, England, or the calm Pacific from San Francisco to Honolulu. The significance attached to this flight, both from a military and commercial point of view, cannot be over-estimated. To the man of big business interests it means that in virtually the same length of time it would take him to travel by train from New York to Chicago he can, by using the airplane, reach the Pacific coast. From a military standpoint it means that in a national emergency men, ammunition and supplies can be transported from one coast to the other in a day.

The public at large does not, perhaps, fully comprehend the direful dangers that confronted the two pilots on their undertaking. Our school history books go to no little trouble in expounding the daring character of the journey made by Columbus on the uncharted and unknown sea. Today sailors would consider it foolhardy to attempt a seafaring trip without the aid of charts and compasses, and without the protection of the lighthouses on the hidden reefs and rocky shores.

We would scarcely attempt a cross-country journey in an automobile through a country where there are no roads and ample sources of supply along the way, yet our fearless aviators, Kelly and Macready, took their airplane aloft on a journey fraught with impending dangers on every hand. One should remember that there are no hospitable wayside inns suspended in the heavens where the fliers might stop for a bit of rest and refreshments; there were no friendly lighthouses marking havens of safety below them should the great motor have suddenly ceased to function during the long, black hours of the night through which they sped through the heavens. But it is unfair to brand these men as "Reckless", or to identify them with the class of dare-devil stunt performers who have no regard for life or safety. It was not for any characteristics of this kind possessed by the pilots that led the Chief of Air Service to select them for the flight.

The two pilots are splendid types of American youth. They have a perfectly normal love for life and its enjoyments, while their daily pursuits are followed along the usual plane of most young men of this country. Their work in piloting the T-2 is rather an example of unflinching loyalty to the cause of aviation. They had, on the other hand, an implicit faith in the huge airplane and more especially in the powerful Liberty motor about which the plane was built. They learned through experience that it's deafening drone spells an unprecedented stream of unloosed energy that does not fail under an unusual strain.

The T-2 has an engine epitomizing perfection as far as modern skill can make it. This the pilots well knew, and when they soared aloft in the black night with their lives hinging upon the continued purr of the Liberty, they probably felt as safe, as far as the reliability of the engine was concerned, as the engineer in the cabin of a locomotive. It did not require this flight, however, to demonstrate the wonderful reliability of the Liberty, but it has served to accentuate the fact that at last an engine has been developed that "never stops" as long as fuel is supplied, and that the experimental stage of the airplane is passing into the background to make way for its general acceptance as a practical, dependable vehicle.

The T-2 was originally built for transport service, being capable of carrying eight passengers in an enclosed cabin. The original normal weight, fully loaded, was 8,000 pounds, and the gas capacity 130 gallons. Extensive alterations on this plane was made by the Air Service Engineering Division at McCook Field, Dayton, O., including the installation of dual controls, "booster" radiator under front of fuselage, front door through passenger cabin affording access to the pilot's cockpit, two extra gasoline tanks of 410 gallons and 185 gallons, respectively, which

constitute a weight of some 4,400 pounds of gas, together with 35 gallons (262 pounds) of oil.

Capable of lifting 10,850 pounds in safe flight, the T-2 attains a speed of from 75 to 110 miles per hour, varying with the amount of load carried. It has a wing span of 74 feet, 10 inches, a height of 11 feet, 10 inches, a total wing area of 958 square feet, and an overall length of 49 feet. Approximately one mile runway is required for the T-2 to clear the ground with its maximum load, whereupon it is supposed to be able to climb to an altitude of 4,000 feet during its first hour of flight.

The food taken on the flight by the pilots consisted of strong beef broth, coffee and sandwiches. They shifted places at the controls every six hours.

The official report by Lieuts. Kelly and Macready covering their flight will be published in the NEWS LETTER as soon as it is received.

THE PASSING OF A PIONEER AIRMAN

The death of Major Thomas Scott Baldwin at Buffalo, N.Y., marked the passing of one of the earliest pioneers in the world of aeronautics. He was the originator of the parachute and had the distinction of being the first man in the United States to descend from a balloon in a parachute, a feat which he performed at San Francisco, Calif., on January 30, 1885.

Major Baldwin was born in Berrien County, Mo., January 30, 1854, and his flying activities extended from 1875 to 1921. There is probably no individual in the world today possessing the knowledge and experience which Major Baldwin had in connection with the building and flying of lighter-than-air craft. His experience included both the manufacture and flying of spherical balloons, hot air and gas, and dirigible balloons. In 1893 he operated at the World's Fair in Chicago the first balloon owned by the United States Signal Corps.

He was a manufacturer of airplanes for five years until enjoined by the Wright Brothers; was an aviator for five years, and held three international licenses for spherical balloons, dirigible balloons and as an aviator. His experience included exhibition work in operating balloons in all parts of the world.

For two years he served as General Manager of the Curtiss Airplane Co., and prior to the outbreak of the war he conducted the Curtiss Aviation School at Newport News, Va., which he organized.

In August, 1917, he was ordered to active duty as Captain in the Army Air Service and assigned as Chief of Army Balloon Inspection, with headquarters at Akron, Ohio, where he personally supervised the construction and inspection of the entire balloon program of the Army. Upon his discharge from the military service he was appointed District Manager of Balloon Production and Inspection at Akron, Ohio, having complete supervision of the inspection and production of the lighter-than-air equipment of the Army Air Service.

One of his prized mementos was a four-karat diamond ring presented him by the King of England in recognition of his flying feats in that country.

Major Baldwin was a member of the Aero Club of America, Elks No. 1 of New York, Odd Fellows, K. of P., and a 32nd degree Mason.

LANGLEY FIELD PILOTS START NIGHT FLYING

The 2nd Bombardment Group, at Langley Field, Va., has entered upon the program of night flying prescribed by the Chief of Air Service. On their first night a brilliant full moon favored the pilots, but it persisted in hiding itself behind heavy cloud banks every few minutes. Only the hangar flood lights and a field lighting set were used in illuminating the landing field. Two dual NBS-1's were used during the week, in order that every pilot could be given a check ride and a few landings. A large circle of red and white lights used in conjunction with illuminated panels regulated traffic. The present schedule calls for flying three nights a week, regardless of the moon, and as soon as the pilots become proficient in landing, camera obscura flights will be made.

APRIL FLYING ACTIVITIES AT LANGLEY FIELD

During the month of April the total pilot hours of the 2nd Bombardment Group, Langley Field, Va., was 227 hours and 40 minutes. Of this 125 hours and 30 minutes were cross-country, 26 hours and 55 minutes simulated bombing raids, 33 hours and

30 minutes camera obscura, 17 hours and 5 minutes formation, 24 hours and 50 minutes test, dual and photographic. Pilot miles cross-country amounted to 10,673.

SEAPLANE MAKES FAST FLIGHT

Unusually fast time for a flying boat was made recently by Lieut. Charles B. Austin, Army Air Service, who, piloting one of the new seaplanes built for the Army Air Service - the Loening "Air Yacht" - made the airline distance of 300 miles from Mitchell Field, L.I., New York, to Langley Field, Va., in 2½ hours, or at the rate of 120 miles an hour. Leaving New York at 10:15 a.m., he landed at Langley Field, Va., at 12:45 p.m. Accompanying Lieut. Austin were Mr. Grover C. Loening, President of the Loening Aeronautical Corporation, and an Air Service mechanic. During part of the trip Lieut. Austin was favored with a 15-mile wind, but for the greater part of his journey the wind flanked him.

The Loening "Air Yacht" is noted for its great speed, comfort and reliability. This type of machine holds the world's altitude record for seaplanes and flying boats, and recently flew from Palm Beach, Fla., to New York in 9 hours and 56 minutes actual flying time, and 11 hours and 16 minutes elapsed time, maintaining an average speed of 123 miles an hour.

The Air Service contracted with the Loening Engineering Corporation for eight of these seaplanes for use at Selfridge and Langley Fields, in Hawaii and in the Philippines. Each of the fields where this craft is to be used is situated alongside the water front. It is proposed to use them for transportation of staff officers, for air mail and dispatches, for rendering prompt assistance in cases where airplanes have forced landings on or near the water, and for general communication purposes in economically speeding up the work of the Air Service.

MORE DH4B AIRPLANES TO BE PUT IN COMMISSION

The shipment from the San Antonio Air Intermediate Depot, Kelly Field, Texas, of 130 DH-4 airplanes without motors to the Gallaudet Aircraft Corporation, Wittman Aircraft Corporation, Lawrence Sperry Aviation Corporation and Cox-Klein Aircraft Corporation was completed on April 25th. These planes are to be remodeled into DH4B's, to be utilized in servicing the various Air Service fields, as the demand for this type is urgent. Mr. Roger Q. Williams, the joint representative of the four aircraft corporations contracted to remodel these ships, supervised the inspection and shipment of the planes.

KELLY FIELD ENTERTAINS GENERAL PATRICK

The Officers of the San Antonio Air Intermediate Depot were hosts at a very enjoyable luncheon recently in honor of Major General Mason M. Patrick, Chief of Air Service, on the occasion of his inspection of the various activities at Kelly Field. Among the guests present were the Commanding General of the 8th Corps Area, the Air Officer, 8th Corps Area, Commanding Officer, Executive Officer, Commanding Officer of the Attack Group and Commanding Officer of the 10th Group from Kelly Field, and the Commanding Officer of Brooks Field. The table was attractively decorated with floral effects, wings and an airplane. General Patrick's place was marked by two stars of the Major General. The decorations were carried out in the color scheme of the Air Service, Blue bennets and yellow wild asters being used. The General commended the Commanding Officer, the Engineer and Supply Offices for the efficient functioning of the Depot. Our correspondent states that the personnel of the Depot is always glad to have the honor of being inspected by the Chief, and that his attitude toward flying and interest in the junior officers has endeared him in the hearts of all.

WEST POINT CADETS WITNESS BOMBING OPERATIONS AT ABERDEEN

The graduating class of West Point cadets spent several days recently at the Aberdeen Proving Grounds, Md., during which time several bombing demonstrations were given for their benefit, including the dropping of two 600-lb. bombs on water near the water range, where they could be clearly observed by the class. The bombs were fused, one for instantaneous and the other for delay function, and functioned so as to afford excellent demonstrations of the difference in the bombs.

Lieut. Shankle piloted the plane and Sergeant Smink dropped the "eggs". The afternoon was devoted to flying the sets around the post. More than 160 were carried for short flights in NBS-1's, there being but a very few who did not make a flight. They displayed considerable enthusiasm over the Air Service and asked numerous questions as to details of flight.

On the following day a formation of three NBS-1's, each loaded with two 600-pound bombs, flew over the main range and dropped bombs in salvo, affording an excellent demonstration to the class which was stationed at the main front. The pilots and bombers were: Ship No. 1, Lieut. Shankle and Sgt. Smink; Ship No. 2, Lieut. George and Sgt. Naro; Ship No. 3, Lieut. Graybeal and Sgt. LaLonde.

MARINE CORPS TRANSCONTINENTAL FLYERS VISIT SCOTT FIELD

The four Martin Bombers, piloted by officers of the U.S. Marine Corps, which started on a flight across the continent from San Diego, California, to their permanent station at Quantico, Va., on April 19th last, stopped at Scott Field, Belleville, Ill., en route. Since leaving San Diego the planes made stops at Yuba and Tucson, Ariz.; El Paso, Marfa, Del Rio, San Antonio and Dallas, Texas; Tulsa, Oklahoma, and Kansas City, Mo. The bombers took off the following afternoon for McCook Field, the next leg of the journey.

The crew in charge of the planes consisted of: Major R.S. Geiger, Capt. J.E. Davis, E.P. Mulcahy, A.H. Paige, L.E. Wood, H.A. Peadar, Lieut. G.B. Hall and W.S. Hollenburg, Gunnery Sgts. Pounders, Elcoy, Cairns, Blackwell and Graves.

NEW AIRSHIP TESTED AT SCOTT FIELD

The new airship of the SST type, which was recently completed at Scott Field under the supervision of Charles Brannigan, Chief Engineer for the Scott Field Air Intermediate Depot, was tried out on a test flight of one hour. The ship handled well and responded quickly to the controls. Its crew consisted of Lieut. Chas. E. Clark, R.S. McCullough, pilots, and Mr. Charles Brannigan.

The capacity of the new airship is 100,000 cubic feet; length, 165 feet; height, 49 feet; width, 35.5 feet; speed, full cruising, 57.5 m.p.h.; useful load, 2240 lbs. Two Rolls-Royce hawk type motors of 75 h.p. each furnish the motive power.

NIGHT BOMBING OPERATIONS STARTED AT ABERDEEN, MD.

The first night bombing at the Aberdeen Proving Grounds, Md., for the Ordnance Department took place on the night of April 26th, when an NBS-1, loaded with ten 50-pound bombs, piloted by Lieut. Graybeal, with Major Pirie as alternate pilot, Capt. Henry, Ordnance Dept., as observer and Sergeant Smink as bomber, took off at about 7:45 p.m. and dropped the bombs on the main range from an altitude of 8,000 feet. The accuracy was very good, the target being marked by a light on the field being turned on and off for short periods. The functions of the bombs could be clearly observed from an observation tower on the main front, as well as from the plane at eight thousand feet altitude. Observations were made on the ground by Ordnance Department representatives.

A similar flight was made on May 3rd with Lieut. Bleakley as pilot, Lieut. Graybeal as alternate pilot and Sgt. Smink as bomber. The accuracy was again very good and observations very clear. The flights proved to be a successful demonstration of night bombing and were very satisfactory to the Ordnance Dept.

NEW PURSUIT AIRPLANE FOR THE ARMY AIR SERVICE

Residents of the National Capital had an opportunity recently to view the latest type of pursuit airplane built for the Army Air Service by the Curtiss Airplane and Motor Corporation. The plane, piloted by Lieut. Wendell H. Brookley, Air Service, landed at Bolling Field from Mitchel Field, L.I., New York, making the trip in two hours and 20 minutes in the face of an adverse 15-mile wind. It is, of course, capable of much greater speed, but leaving New York in company with another plane it had to fly at reduced speed so as not to lose her less speedy companion, the pilot being forced to cut down the revolutions of his propeller from its maximum of 2250 per minute to 1450. Incidentally, the accompanying plane had engine trouble when over Baltimore and was forced to land in the Monumental City,

arriving at Belling Field an hour and a half later.

The general public conversant with the various high speed airplane records recently established by the Army Air Service has no doubt cast a questioning eye on the bearing these so called sporting events had on military aviation. The answer may be found in the advent of this new airplane. While this ship has all of the characteristics of the Curtiss Racer in which Lieuts. Maughan and Maitland startled the world with their ultra speed performances, it is, unlike the racer, designed for extremely efficient performance at high altitudes. This fact has necessitated the addition of more lifting area, which naturally materially cuts down it's speed. In a recent flight an Army pilot drove this plane 152 miles an hour at an altitude of 15,000 feet.

One of the outstanding features of the plane is it's remarkable climbing ability. From the take-off she can climb 2500 feet in one minute, or at the astounding rate of 30 miles an hour; 1710 feet per minute from 6500 feet and 1890 feet per minute from an altitude of 15,000 feet. At the maximum altitude possible of attainment with it's normal equipment (28,600 feet) it can skim along in this rarefied atmosphere at 113 miles an hour. At ground level the plane can "hit it up" at 169 miles an hour; some 17 miles per hour faster than the speediest pursuit ship now in service. Army Air Service officials contend that when equipped with a high-speed propeller the plane should better this mark considerably. At 20,000 feet altitude the plane can still rival the speed of it's nearest competitor at ground level, being capable of traveling at the rate of 2½ miles per minute. The propeller of the plane delivers it's maximum number of revolutions per minute (2250) at an altitude of 6500 feet.

Like the Curtiss Racer, this new pursuit ship is equipped with a Curtiss CD-12 engine, delivering 400 horsepower with very little vibration, thus indicating the skillful engineering put on the job. The weight of the plane empty is 1879 pounds, loaded 2784 pounds. The overall length is 22 feet, 10 inches; 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. The total wing area is 265.3 square feet. The landing speed is 61.5 miles per hour; 86 gallons of gasoline can be carried, which gives a cruising radius extending well over the two hours required for pursuit ships.

Extreme accessibility of vital parts is carried throughout the ship. The fuselage of steel construction may be opened in sections, with the greatest ease, by withdrawing a safetied rod, and all the engine parts can be quickly inspected or repaired with the minimum time and labor spent in the removal of the cowling.

The cockpit and wings are so arranged that the pilot obtains the greatest possible angle of vision. The landing gear axle hubs have shock absorbers, and the V-shaped axle feature enables the ship to land in rough terrain with the least risk.

General Wm. Mitchell, Assistant Chief of Air Service, one of the first pilots to fly the new ship, was well pleased with it's performance, his comment being that "She runs like a sewing machine."

EMERGENCY LANDING FIELD ESTABLISHED AT ABERDEEN ✓

One of many instances tending to show that the Army Air Service is using every precaution possible to avoid accidents is illustrated in the work now being done by Operations and Engineering officers at the Aberdeen Proving Grounds, Md., on the reconditioning and marking of an emergency landing field in the vicinity of the bombing field. Such a field will supply a long-felt need, since it will afford a good place for landing of planes experiencing trouble while engaged in bombing from low altitudes on the bombing field. There is an emergency landing field at Edgewood Arsenal, but this is beyond gliding distance of the bombing field from an altitude of 2,000 feet, at which considerable bombing is being done.

BROOKS FIELD CHALKS UP RECORD MARK FOR FLYING

What is believed to be a record for the Air Service was established at the Primary Flying School at Brooks Field, San Antonio, Texas, during the month of April. Figures for the month show that the officers and students at this field completed a total of 46,350 man miles on cross-country flights. What makes this record especially remarkable is that only one cross-country flight was made of over 500 miles, this being the trip of 1st Lieut. Clement McMullen to Fairfield,

Ohio. These figures are certain to stand at this field for the remainder of this year. Our Brooks Field Correspondent states, however, that next year an attempt will be made to better this record.

KELLY FIELD FLIERS PARTICIPATE IN FIESTA CELEBRATION

All Air Service organizations stationed at Kelly Field joined in an aerial program in connection with the Fiesta Celebration held in San Antonio during the latter part of April. Forty planes participated and, in addition, there was a ground exhibit of all kinds of Air Service equipment, which included thirteen different types of airplanes. The exhibit was open to the public from 2:00 p.m. to 4:00 p.m. The aerial program, which took place on Saturday, was short and snappy, lasting from 2:30 to 4:00 o'clock. No one had time to become bored, and the day was generally acclaimed a success.

The final event on the program was a parachute jump made by Master Sergeant Ralph W. Bottriel from a DH4B when at an altitude of about 2,000 feet. The parachute he used is his own property. Kelly Field expects to receive a number of training parachutes and guarantees that upon their arrival there will be plenty of thrills.

GENERAL PATRICK ON THE PACIFIC COAST

Major General Mason M. Patrick, Chief of Air Service, accompanied by Major Herbert A. Dargue, inspected the Rockwell Air Intermediate Depot, Coronado, Calif., on April 16th. Our Rockwell Field Correspondent states that, judging from the remarks gathered at different times during the General's stay, he was very much pleased with the location and with the work carried on at the Depot. Colonel William Gillmore, Air Officer of the 9th Corps Area, joined the General's party at Clover Field, Santa Monica, Calif., Sunday afternoon, and accompanied the party to Rockwell Field. The General was the guest of Major Arnold during his stay.

A luncheon was tendered General Patrick and Colonel Gillmore at the Officers' Club at Rockwell Field Monday noon, which was attended by Rear Admiral Roger Welles, Commandant of the 11th Naval District; Captain Craven, Commandant of the Naval Air Station; Captain Albert Marshall, Commander of the Air Squadrons of the Battle Fleet; Mr. E.B. Gould, President, and other members of the San Diego Chamber of Commerce, and the officers and heads of departments of Rockwell Field. A feature of the entertainment program at this luncheon was the vocal solos of the talented songster of the Field, Captain R.G. Ervin, Air Service. Major Arnold acted as toastmaster.

On Monday night a reception was held in General Patrick's honor at the Officers' Club, which was attended by a large gathering of Army and Navy officers stationed in the vicinity. On Tuesday morning the General was a guest of the Naval Air Station and was later taken to the various points of interest about San Diego and the Harbor of the Sun. At night he was the guest of honor at a dinner given by the World War officers at the San Diego Hotel, which was attended by Regular Officers of the Army and Navy, Reserve officers, and former officers of the late war. It was at this dinner that General Patrick expressed his interest in the future of Rockwell Field, which has been the starting point in the careers of most of our foremost fliers of today.

During the dinner reports were received from the Associated Press announcing the record flight of Lieuts. Kelly and Macready at Dayton, Ohio, and it was plainly seen that the General was very much pleased with their performance. He assured the gathering that the shortage of aircraft and flying fields on the Pacific Coast was not due to the Air Service program but to lack of funds caused by the economy wave, which has not only swept the Pacific coast but the entire country. He stated that as soon as funds are available there was no doubt that Rockwell Field would come into its own again.

The General left by air Wednesday morning for March Field, Riverside, Calif., accompanied by three planes from Rockwell Field. After inspecting March Field, they proceeded to Ross Field, where a stop was made for an inspection of that post. From there they proceeded to Clover Field, Santa Monica, where the Rockwell Field officers left the party, returning to their home station, while General Patrick and party proceeded to Crissy Field by automobile.

Major Herbert A. Dargue, A.S., who accompanied the General on his tour of inspection of Air Service activities on the western coast, was not a stranger

among the old-timers at Rockwell Field, as many men are there now who remembered him as Commanding Officer of the School Detachment, Aviation Section, Signal Corps, back in 1915 and 1916. As this was his first visit since the war, they were glad to have the opportunity of giving him the glad hand and showing him the many improvements that have been made on the island during the past six years.

✓✓ PARACHUTES TO BE USED ON CROSS COUNTRY FLIGHTS. ✓

The regular emergency parachute is now being issued at Kelly Field, upon request, to all pilots starting on cross-country flights. As soon as a sufficient number is obtained they will be required to be carried on all flights. Instruction in the packing of parachutes has been carried on at the field for the past month.

TYPICAL TROPICAL TOPICS FROM FRANCE FIELD ✓

Word has just come in from reliable sources of the probable arrival here within the next year of about 25 more officers. As this may mean that more quarters will be built to accommodate them on the post, it looks as if the clang of hammers and the scraping of shovels is with us always.

Our doughty trap-shooters (we say trap-shooters) are busy four afternoons a week breaking them up in compliance with Circular 101, O.C.A.S., 1921. When records are broken at this sport that fact will be announced in these columns, never fear.

Practically all the officers and all the hangar chiefs of this post were shown aboard the U.S.S. LANGLEY several days ago while she lay at anchor in Panama Bay. After being taken around the ship to view the layout of this airplane carrier they all assembled on the plane deck of the ship, whereupon the "Naviators" staged a take-off and landing exhibition. Unfortunately, the plans of their arresting gear are pretty much of a secret proposition, so this fact prohibits their description here. Suffice it to say the Navy boys are a keen outfit and, judging from the work they showed us that afternoon, we'll say that they are among the best that come.

On the way out to the LANGLEY from the U.S.S. PENNSYLVANIA at the Balboa Docks, most of us were transferred on the Admiral's Barge, with its four stars 'n' all on the bow. We'll say they give the Admiral the best there is and the fastest. Half way out we passed a similar appearing boat as if it were going backward. It's passengers looked familiar to us. Oh, yes, the Department Chief of Staff. We couldn't help showing that we recognized them. Upon leaving the LANGLEY we all had a dickens of a time convincing the Officer of the Deck that we had come out in the Admiral's Barge, and fain would return homeward in the same craft. We did.

Only one incident marred the whole trip over to the LANGLEY. That was when everyone stopped in at the Balboa Restaurant for lunch. Notwithstanding the fact that the Commanding Officer and all the rest of us got our chow in the self-help line, the officers of the 24th Squadron had to do something original, so they sat down at the service section and, in consequence, delayed us all and, we hope, had to give a large tip to the waiter. What was the idea?

Captain Butcher, a Reserve officer on temporary active status, spent the past few weeks in our midst assisting the Operations Officer in his work. During that time he participated in several of our cross-country trips far into the Interior. He stated upon the termination of his tour of duty here that he was agreeably surprised at the cordial welcome he received while here as a Reserve officer, and he felt that the good old Air Service spirit as he knew it in the war days was still alive.

The long-planned flight of Martins (two of them) took the week end trip to David, up near the Costa Rican Border, loaded to capacity with blankets, guns, suit cases and ambish. They reported that at Boquette, where they put up at "The" hotel, the temperature went way down to about 70 degrees, and blankets were a necessity at night. Some went hunting for game, others dug about in the ancient Indian ruins for specimens of pottery. All who made the trip had a great time and crave more.

The numerous pistol experts are now busy picking out and trueing up their "pets" in anticipation of the coming target season. Watch our step.

TEST OVER 3-KILOMETER COURSE

Shortly following the one-kilometer and other test flights at Wilbur Wright Field, Dayton, Ohio, which resulted in a wholesale emigration of world's records from France to the United States, Lieut. Lester J. Maitland, Air Service, flew the three-kilometer course at a speed of 234.84 miles per hour. Because of the wind, however, but two crossings of the course could be made. In a second attempt two days later, Lieut. Maitland's plane met with an accident. The wheel was broken upon striking a rut, when the plane had taxied about 100 yards preparatory to a take-off. The airplane nosed over, cracking up the propeller and wings. To the great good fortune of the Air Service and of all who know him, Lieut. Maitland escaped uninjured. The propeller, which was used interchangeably on the ship flown by Lieut. R.L. Maughan as well as the one flown by Lieut. Maitland was the only one of its kind in existence, having been built especially for the R-6 Racers. A duplicate is already in course of construction, and it is hoped the other repairs to the airplane may soon be completed. Because of the broken propeller, Lieut. Maughan's flights also had to be postponed. Both of the pilots will again fly the three-kilometer course, however, as soon as the new propeller is available, and very interesting results are expected.

FLIERS AFoot

McCook Field officers, under the direction of the Adjutant, Major A.H. Hobley, have been having regular periods for exercise for some months now. Each Tuesday and Thursday afternoon, at 3.30 o'clock, they answer to roll call at the Officers' Club for that purpose. At first the exercise consisted in a rather self-conscious gamboling on the muddy green at the edge of the flying field, tossing a baseball or kicking a football about, or indulging in mild track work. Volley ball and baseball are still in the lists, but the game that has most absorbed the interest of the live contingents is Soccer Football. Small knowledge of the game at first fostered slight respect. But with the procuring of rules and with practice, the enthusiasm as well as the activity has become decidedly strenuous.

Of course, there have been casualties. Major McIntosh's glasses were smashed to smithereens right on his nose, leaving our C.O. slightly surprised but glad of his eyesight. Lieut. Monteith's pedal progress was rather impeded for several days. And there have been various other sprained ankles, broken lips, etc., but no more than enough to lend comforting assurance that the exercise is accomplishing the hardening process, which is its purpose.

McCook Field is looking forward to a game scheduled between a group of civilian employees, who have played Soccer Football in England, and who have banded under the name of the "British Empires" and a picked team of McCook Field officers. We hear that the ambulance has been ordered in advance, but we hope to see all hands on deck as usual on Monday morning.

HELP! OUR FIRE EXTINGUISHERS!

"There are many ways of practicing economy and we suspect that some one has been saving on his dry cleaning bill," writes our McCook Field correspondent. "It appears that a request came to McCook Field recently for some means of rendering carbon tetrachloride (fire extinguishing fluid) unfit for cleaning purposes. The problem was handed over to the Materials Section, with the result that tests were made on various dyes and a dyeing solution recommended which, when added to the fluid, would cause it to stain any material with which it came in contact, a bright red.

Now, how is that bright red spot to be explained by the unsuspecting Romeo who only wanted to furbish up a bit before presenting himself to his evening's brightest choice? Truly, the Air Service is heartless where individuals are concerned."

THE FOX ISLAND RELIEF EXPEDITION

The readiness of the Army Air Service to cooperate in times of emergency to relieve distress was recently demonstrated when word was received of the plight of a party of eleven persons marooned and reported to be starving on South Fox Island, some 20 miles off the coast of Northport, Michigan. Word of the predicament of

this little colony was brought to the mainland by three men from the island who had started out in a boat to secure provisions. Their craft was crushed by the floating ice, but after 48 hours of effort and exposure they finally managed to make their way to Northport across the ice floes. They first reported that the South Fox islanders were starving, but later admitted that conditions were not that serious, only that food supplies were running low.

A relief expedition, participated in by Army planes from Selfridge Field and Chanute Field, a U.S. Mail plane, piloted by E. Hamilton Lee, a French Breguet, piloted by John Miller, and two planes belonging to a Chicago newspaper started for Fox Island to drop food supplies to the marooned colony.

The official report of the participation of the Army Air Service in this relief expedition, made by 1st Lieut. Ennis C. Whitehead, of Selfridge Field, Mt. Clemens, Mich., is given below, as follows:

"The first flight was started by the undersigned at 9 o'clock, April 19. The only airplane available for this flight was Curtiss Training Airplane No. 22541. Harold V. Willcox, of the Detroit News, was carried as passenger. A landing was made for gasoline and oil at Bay City, Mich., at 11 o'clock. At 12:45, the pilot left Bay City for Northport. A few minutes before leaving Selfridge Field a telegram was received from the Managing Editor of the Grand Rapids HERALD, stating that the ice was two feet thick on Grand Traverse Bay and solid enough for landing. Upon reaching Northport, at 2:45 p.m., the pilot landed without delay on the ice. After rolling about one hundred yards the landing gear broke through the ice and the airplane nosed down into the water. At the time the airplane broke through it was traveling approximately four miles per hour, ground speed.

The airplane floated fairly high, only the front cockpit being filled with water. Immediately upon landing three rescue parties, each pulling a boat over the ice, started for the airplane. The airplane was about 800 yards out in the bay from the docks. Two of the boats broke through the ice and sunk without reaching the airplane. The third one reached the plane about forty minutes after the landing. A line was placed on the plane and the return trip started to shore. After breaking through several times and pulling the boat out by means of planks and ropes, the ice gave away at a point about 200 yards from the shore. At this point the boat was lost. During the rescue the citizens of Northport had been building a plank bridge out towards the plane. This bridge extended to within fifty yards of where the boat was lost. The rescue party, passenger and pilot were pulled in the remainder of the way by lines from shore.

Report was made to the Commanding Officer, Selfridge Field, immediately upon reaching shore, and another airplane requested. A landing field was located before dark and the information on this field sent to Selfridge Field. At 11:30 a.m., April 20th, 1st Lieut. Russell L. Meredith, A.S., arrived at Northport in DH4B No. 22587, with Mr. Schuman, of the Detroit TIMES, as passenger. The pilot, fearing soft ground, pancaked slightly. The landing gear crumpled on landing and the plane was damaged beyond field repair. It was my opinion that a faulty landing gear strut caused the crash, as the airplane was dropped from a height of approximately 3½ feet. The landing was not hard enough to justify the breakage.

After this crash I wired the Commanding Officer of Selfridge Field not to send another airplane until further information had been received from Fox Island. The reason for this was that a civilian plane from Chicago had left Northport for the Island, and Lieut. Woolridge, Army pilot from Chanute Field, Rantoul, Ill., was en route to Gaylord, Mich., which he planned to use as his base for carrying food to the people of Fox Island. On the night of April 20th, Lieut. Woolridge called me over the telephone and told me that he had dropped several hundred pounds of food near the lumber camp on Fox Island. He also stated that he had landed near the civilian plane from Chicago, which had landed on the south end of Fox Island, but had been able to receive little information from the Chicago Herald & Examiner representatives who were with the civilian airplane. An Air Mail plane arrived at Charlevoix, Mich., that night and proceeded to Fox Island the next day. This plane left two hundred pounds of food. At this time additional information tended to show that the ten persons on Fox Island were not starving but short of certain items of food, including sugar, butter, grease and coffee. This information, coupled with the fact that several hundred pounds of food had been delivered to these people convinced me that the mission had been accomplished.

Upon my recommendation to the Commanding Officer of Selfridge Field that both Army airplanes at Northport be disassembled and returned to their station by rail,

I received orders to remain at Northport and complete this work. It was necessary to hire a tug boat to salvage the Curtiss plane from Grand Traverse Bay. Captain Edd Middleton, of the fishing tug EAGLE, effected the rescue. This work consumed two days' time. The citizens of Northport cooperated readily with me in the work of saving this airplane. Captain Middleton endangered his boat to a considerable extent in making the trip through the ice field to the airplane.

Before the work of loading the planes had been completed I was approached by a committee of citizens from Northport, who desired to locate an emergency landing field at that point. This landing field was located and marked on April 24th. The Chamber of Commerce of that city has leased the landing field for a period of one year. The location and other data on this field has been reported to these headquarters on Air Service form designated for that purpose.

On April 27th, the Chamber of Commerce from Traverse City, Mich., requested me to stop en route to Selfridge Field and aid them in picking a landing field. This field was chosen and marked on April 28th. The data on this field has also been turned in to headquarters.

The attitude toward the Air Service of the business men with whom I came in contact, from both Northport and Traverse City, was very friendly. All of them expressed their appreciation for the efforts made by the Air Service to carry food to Fox Island. They sincerely regretted the seemingly false reports first made by the three men who came across the ice from Fox Island to Northport, Mich., on April 18th. Several of these men stated that the needs of the Air Service had been brought home to them more by the rescue flights than any other incident. From these statements and the friendly attitude shown by everyone with whom I came in contact, it is my opinion that these flights have done a great deal to bring the needs of a greater Air Service home to the people of that vicinity."

ANOTHER NON-STOP FLIGHT RECORD ✓

What is believed to be another record in the history of aviation in the United States was made by a Scott Field crew, flying in a new non-rigid airship, the AC-1, from Langley Field, Va., to Scott Field, without a stop.

The AC-1 glided away from Langley Field at 2:36 p.m. Eastern time, Wednesday, May 2nd, and landed at Scott Field at 7:00 a.m. the next day, having traversed the distance of about 800 miles in 17 hours and 24 minutes.

The crew of four Lieutenants and two Sergeants cooked their meals, played cards by electric lights, slept in bunks and shaved on the way. They wore ordinary uniforms, not the cumbersome flying togs, and were comfortable, despite the fact that the night was chilly and the atmosphere so foggy that the compass was their only guide.

The crew of the ship were Lieutenants C.W. McEntire, W.C. Farnum, R.S. Heald and A.H. Foster, Sergeants Brasty and Kerzowski.

The AC-1 is at present considered the Army's fastest airship, it's speed with full throttle being 67 m.p.h., 7 miles an hour faster than any other airship now in service. It has recently completed a series of experimental flights with helium gas, but has now been inflated with hydrogen gas. The length of the ship is 170 feet, the diameter 48 feet, and the gas capacity 190,000 cubic feet. It carries 330 gallons of gasoline, an amount sufficient to carry it for 30 hours at a 50 mile per hour cruising speed.

A special feature of the airship is an inclosed car, the first of its kind built in this country. It contains two rooms, the forward compartment being used for the operating cabin and crew's quarters, while the rear compartment carries the power plant. Two Aeromarine engines of 130 h.p. each furnish the motive power. The engines deliver their power through a transmission to two propellers which are carried on outriggers, one on each side of the car. The propellers operate at one-half engine speed. A reverse gear is attached to this transmission, which facilitates the maneuvering of the ship in landing.

In the engine room is also located a coffee percolator and a rather complete kitchenette. There is ample space for the crew to get the necessary sleep on good comfortable mattresses, with plenty of blankets, and to have the necessary shave in the morning. There are complete lavatory and toilet facilities. With the closed cabin and the absence of noise, it is not necessary for the crew to wear helmets, goggles, ear protectors, flying suits, and all the paraphernalia necessary in open type of aircraft, and conversation can be carried on without raising the voice.

Lieut. McEntire, the commander of the ship, was in command of the A-4 the Army's first airship, on its change of station from port of manufacture, Akron, Ohio, to Langley Field, Va., its first station. This trip marked the first crossing over the Allegheny Mountains of a single-motored airship. Lieut. McEntire was also the senior pilot of the Airship C-2 on its transcontinental trip in the fall of 1922. Lieut. Farnum, Adjutant of Scott Field, will take command of the AC-1, Lieut. Heald is in charge of the Supply Depot at Scott Field, and Lieut. Foster is an instructor in Navigation at the Balloon and Airship School at Scott Field. The two noncommissioned officers were in charge of the powerplant of the AC-1 during the Helium experimental flights.

The AC-1 will be used at Scott Field for the training of student officers and cadets.

WHEAT RUST EXPERIMENTS CONDUCTED AT KELLY FIELD

Experiments are again being conducted this year by the Agricultural Department to determine the existence and origin of wheat rust spores at different altitudes and locations. This plant disease has already caused great havoc among the wheat belts in our Middle West. A report covering the experiments conducted last year was published in the AIR SERVICE NEWS LETTER, dated February 20th last.

At Kelly Field the Third Attack Group is furnishing a plane and a pilot to enable Mr. Ostrom of the Department of Agriculture to conduct experiments in that locality.

CHIEF OF AIR SERVICE SELECTS A PLANE FROM ROCKWELL FIELD FOR HIS USE

Our Correspondent from the Rockwell Air Intermediate Depot, Coronado, Calif., writes that the recent visit of Major General Patrick, Chief of Air Service, has brought out the fact that while "we have never done much bragging on the class of work put out at this Depot, the General has selected a DeHaviland from here to be delivered to him at Washington, D.C., for his official use. General Patrick was very much interested in the plane turned over to him for use during his stay here, and before leaving gave instructions to have it duplicated and the duplicate delivered to him. Lieut. Carlisle C. Moseley, A.S., now on duty at Clover Field, Santa Monica, Calif., has been selected to fly the ship from Rockwell Field to Washington upon its completion. The ship, now nearing completion, will be painted a dark blue, with natural linen color on the wings, and all metal parts nickel plated and highly polished. It is equipped with a Liberty (12) engine, and numbered with gold leaf. Two stars will grace the rudder, and the lettering, "Major-General M.M. Patrick, Chief of Air Service", in gold-leaf, will adorn the fuselage, mid-ship, which will stand out beautifully against the blue background. The ship has been completely rebuilt at this Depot, the only original part used in the reconstruction being the number, 6386. It will not only present a fine appearance, but will represent the highest class of workmanship, and at the same time, barring the extra efforts on the paint job, it will be only a fair sample of the class of work turned out at this Depot.

The R.A.I.D. is proud of it, inasmuch as it will be inspected more or less by the higher-ups in the East."

PRIVATE "ED" WELLS US ABOUT THE INSPECTION OF CRISSY FIELD

Crissy field aprl 20 inst

To the editor
Air service news wkly
Washington BC

Dear Ed -

Yr Crissy field correspondent has put in a busy 2 wks & all as I can say is inspections & journalisms doxt mix. Well Ed the inspector gen finely arrived at the shores of Crissy field las: tuesday & give I & the rest of the squadron the lee over. The gen was companied by the commanding officer of the presidio & the gen had also brought along all the staff from the 9th core area so as to show them some new wrinkles in shelter tents & also the very latest & novel thing in close order drill as originated & pulled off exclusively by the Air service. Major Brett & the other officers of Crissy field went along to pt out the principle objects of interest & to settle any technicle disputes & the etc that might arise amongst the staff as

for inst why couldnt 6 or 8 blades be added to the propellers & thus get 3 or 4 times as much speed or why couldnt the entire ship be coated with zinck ointment to reduce skin friction & other handy ideas that the faculty at McKask field has been too dumm to think of by themself.

Well Ed these inspections are a grate trifle for l & all & in particularly the junior officers of the field which half to not only expose all their personal belongs socks shirts & the etc to the publick stair but half to wear a look of piercing intelligence for 15 or 20 consecutive minutes & which is in most cases a big strane on the countenance hay Ed. & take fr inst the case of lt Miller the engr officer & this bird was drove nearly cuckoo trying to keep l eye on his field equipment which was layed out on the grownd right within easy reach of the airo supply officer lt Post & l eye on all the spurs walking around amongst his ships which were not used to spurs & no l could of fourseen what would half occurred supposing lt Post had made a pass at his stuff at the same inst that some l wearing spurs had made a leep at a ship. Well Ed what with l thing in another it was a ticklish situation but easualities was avoided although afterwards lt Miller found 3 prs of socks & l o d shirt a w o l & he also had to iron out some dents putt in the wings of l or 2 ships on acct some of the more scientifick members of the party satisfying themself by the use of their finger that the wings was really made out of cloth & not concrete as suspected.

& now Ed were getting ready for another inspection by the cheef of air service & its only fare to the gen to state in these collums that lt Patrick of Crissy field & the university of california is positively no relation & further & more to warn the gen that lt Patrick evidently has l eye on his job on acct he was seep in the ajutants office the other day looking through the official army register & counting the no of files bet him & the gen officers. But I guess the gen wont half to do no worrying abt lt Patrick grabbing off his job yet awhile because he throwed the book down on the floor & went out talking to himself when only 1 way through the list of capt inf & the janitor at hdqrs says it cant be a very popular publication in aironautical circles on acct most of the readers of same either leave it on the floor or throw it out of the window impatient see Ed.

Speaking of popular magazines the Ed our well known contemporary the Sat evening post come out with a tale by Hue Wiley on mch thirty 1st entitled "construction" & capt Peabody the asst air officer done a little figureing as to how & the h--l a steel bar weighing nearly 9hundered lbs & twenty 2 ft long was got on board a DH & capt Peabody come to the conclusibn it must of been poetic liscence. & he says this guy Wiley must of been some relation to the supply officer back in texas that surveyed a five hundred lb anvil in a jennie resourcefull see Ed.

yrs resp'y

pvt Ed Stock

(actg pvt 1st cl 91st obs sqdrn)

P.s. Some of them smart allex in the mimeograff dept is trying to show up yr correspondent by correcting his spelling & the etc & if they dont lay off hell be force to come up to Washntn & knock l or 2 for a ghoul.

NOTES FROM AIR SERVICE FLYING FIELDS

Kelly Field, San Antonio, Texas, April 16, 1923.

All organizations on the post were inspected by General Patrick during the week. He arrived on the post Monday morning, and while he was having breakfast at our well known Aviation Club and spending an informal hour with the Commanding Officer at his quarters, everything and almost everybody on the post was waiting for the signal to start the ceremony of the inspection. At 9:00 a.m. Adjutant's call sounded and the organizations lined up to the tune of our splendid band. Major Hickam commanded the troops during the inspection and review, while Colonel Howard took his post with the general.

Following the review, the inspection party inspected hangars and planes, during which time the pilots and crews reported to their respective planes, and at 10.07 a.m. the signal was given for all planes to warm up. At 10.17 the signal for take-off was given; five minutes later all planes participating, forty-two in number, were in the air and getting into position to pass in review, following which a number of single seaters engaged in acrobatics.

The afternoon was devoted to inspection of Post, and Group Headquarters, the shops and other activities on the post. On Tuesday the General was escorted to Brooks Field for an inspection of that post, and later to Kelly Field No. 1. On Wednesday the 3rd Attack Group staged an attack on a target representing an enemy wagon train, with very good results. Incidentally, while the Attack Group got into formation the residents of South San Antonio thought that they were the object of the attack, as a number of bombs had become dislodged from the bomb racks; one found its way through a drug store, one through a bake shop, one in the street and one through a residence. Fortunately, the bombs were loaded with only a smoke charge and, while considerable damage was done to the buildings, no one was hurt.

The General had contemplated continuing his trip from here by plane and the necessary planes and escort were held in readiness for that purpose, but unfavorable weather conditions over the route to be traveled caused the General to leave by train in the evening.

Captain Bubb and Lieut. Gates left Friday morning for El Paso to take two members of the War Finance Corporation on an extensive trip, by plane, ending at Kansas City, from where Captain Bubb and Lieut. Gates will return to this field.

Eleven cross-country flights were made from this field during the past week, covering approximately 4,000 man-miles.

The 41st Squadron announces that the raw personnel to which they fell heir a short time ago is being whipped into shape with good results.

The 43rd Squadron is doing considerable test flying and training in MB-3A's.

The Kelly Field Polo Team won the Southwestern Polo Association Handicap Cup. The following games and resulting scores, including handicap, were played (handicap shown in parenthesis):

Kelly Field 12, 12th Field Artillery (4) 7.
Kelly Field (9) 14, 8th Corps Area Hq. 6.
Kelly Field (9) 12, 2nd Division 9.
Kelly Field (7) 14, San Antonio Polo Club 8.

Kelly Field, San Antonio, Texas, April 24, 1923.

There was very little flying during the past week due to the wet ground.

A landing mat has been received on this field and will be tried out in the near future. We are also looking for the arrival of a new searchlight to be used for landing purposes and reported to be very good.

The 22nd Photo Section, in conjunction with the Positype Corporation, is carrying on experiments with Positype paper used in the Mark I, Gun Camera. Very satisfactory results were obtained.

Colonel Culver, 8th Corps Area Air Officer, made a flight to Tucson, Ariz. to inspect the municipal landing field there with a view to making recommendations for the erection thereof of a hangar for the convenience of transcontinental flyers.

The 3rd Attack Group engaged in a tactical maneuver on April 17th, which took the whole group to Austin, Texas. They returned the same day.

The 26th Attack Squadron is mixing business with pleasure. A couple of planes left to inspect a landing field and came back with 200 lbs. of fish - good business.

The 8th Attack Squadron reports Lieut. E.T. Selser back from the Porto Rico flight.

The 10th School Group has carried on routine work during the past week with nothing unusual except a few changes in personnel. Capt. Walter F. Kraus succeeded Capt. Vernon L. Burge as Commanding Officer of the 68th Service Squadron. Captain B.C. Baucom succeeded Lieut. Walter R. Peck as Commanding Officer, 41st School Squadron. Capt. Burge is under foreign service orders and Lieut. Peck has been assigned as an instructor in flying.

The 68th Service Squadron had an entry in the Fiesta parade in the shape of a float consisting of a Spad mounted on a truck.

The 41st School Squadron reports that Lieut. Biggs, Operations Officer, started on a five-day leave. He was seen to leave with a rod and reel.

The 43rd School Squadron reports that three of their officers have foreign service orders.

Baseball players are very much in evidence these days and we are looking for some exciting games.

The Kelly Field Polo Team is going strong. Result to date in the flat event, Sam Houston Polo Association tournament:

Kelly Field 5 - San Antonio Polo Club 1.
Kelly Field 5 - 8th Corps Area Hdqrs. 4.

Line up for Kelly Field:

- #1 Lieut. N.D. Brophy (Team Captain)
- #2 Lieut. R.S. Jett.
- #3 Major E.J. Browne.
- #4 Lieut. E.D. Jones.

Division Air Service, Fort Bliss, Texas, May 1, 1923.

The past week was spent by the pilots of the Division Air Service in ferrying planes from the Air Depot at San Antonio, Texas, - two JN6H's, one Spad and three DH-4B's.

Pistol range practice for all officers and enlisted men was completed during the week.

Lieut. Channault succeeded in getting credit for one plane when he attempted to land near Elephant Butte Dam. This was no fault of the Lieutenants, he having struck a small mesquite stump buried in sand.

Work is being continued on the erection of two steel hangars by the engineers of the 1st Cavalry Division, with the assistance of details from the 12th Observation Squadron.

A kitchen and dining room is being built in one of the wings of the barracks. This will be a great improvement over the present kitchen, which is a small frame building and impossible to keep clean or free from sand.

A clay pigeon trap has been received and is being installed, so that in the near future we will have some trap shooting.

Three shoots were had with the 82nd Field Artillery, using the SCR 68a telephone set, all being successful.

Captain Lynd flew down from Kelly Field with a SCR 68a telephone set for use in experiments carried on by the Radio Board, composed of Signal Corps Officers, meeting at this station.

Four Martin Bombers piloted by Marine Officers, stayed over night at our field April 20, leaving April 21, for Marfa, Texas.

Clark Field, Pampanga, P.I., March 17, 1923.

1st Lieut. F.L. Cook returned for duty after a slight vacation due to a crash February 22nd, in ship #23043, which was returning to the field from a bombing formation.

The Photo mission in Northern Luzon was completed and the planes, trucks and personnel returned to this field. Apparently the mission was a complete success, and from the tales told by the soldiers who were on the trip Laoag must, indeed, be an interesting place.

1st Lieut. E.L. Searl was granted a seven day extension Detached Service at Camp John Hay.

One Staff Sergeant was discharged and reenlisted Saturday and four soldiers arrived from Camp Nichols for duty at this field.

Captain J.H. Houghton assumed command of the Field, relieving Captain L.N. Keesling.

Lieut. R. Baez, Jr., just received orders from the War Department, assigning him to Kelly Field, Texas. He will travel to his new Station via India and the Suez Canal, on a three months' leave of absence. Judging from the long look on the Lieutenant's face he has evidently heard many rumors about the arid condition of Texas and believes in the old saying "The longest way round is the sweetest way home".

Another near victory: Our baseball team played a tie game with the 26th Cavalry Saturday, the score was nothing to nothing at the end of five innings. Negotiations are being made for another game in the near future, meantime we are going to do some strenuous practicing.

The photographic planes, personnel and equipment that were on detached service at this field and at Laoag have been returned to Camp Nichols.

Clark Field, Pampanga, P.I., March 24, 1923.

Numerous transfers are taking place each day between the two squadrons at this Field, in order to reduce the number of Non-commissioned Officers and Specialists to conform to the new tables of organization. One Sergeant and two Corporals were transferred from the 3rd Squadron (Pursuit) to the 28th Squadron (Bomb.) and three Privates, two of them specialists, from the 28th Squadron to the 3rd Squadron.

Aerial activities for the week are as follows: Thirty-three flights of sixteen hours and no minutes.

1st Lieut. F.M. Bartlett returned from Detached Service at Camp John Hay, Baguio, P.I. and reported a very pleasant vacation.

A St. Patricks Day celebration was held at the Non-commissioned Officers' Club, at Margot, Saturday evening, March 17th. Nearly the entire enlisted personnel of this Station were in attendance. The N.C.O's are a classy lot of hosts and know how to put over a mean party. There was an abundance of good things to eat - and entertainment was furnished by local talent.

1st Lieut. Graham M. St. John assumed his duties as Summary Court Officer March 23rd, vice Lieut. G.A. McHenry relieved.

RUSH RADIO: "Request extension of leave". We didn't know what for, but we read in last night's paper that our Captain Ivan B. Snell has heard the tingling of the "Wedding Bells", being married at four O'clock yesterday afternoon to Miss Frances Chattick of Detroit, Mich. We also learn that the bride cut the wedding cake with her husband's sabre, and the reason of such great care and polishing of said blade during the past two months.

Captain Lloyd N. Keesling, at present Commanding the 3rd Squadron (Pursuit), received orders from the War Department directing his return to the United States on the transport scheduled to sail in June.

Primary Flying School, Brooks Field, San Antonio, Texas, May 4, 1923.

The weather conditions at this field for the four months during which the present class has been flying, do not compare favorably with the conditions experienced at Carlstrom Field, Florida, before the transfer of this school to this station. January flying weather was fairly good, with only three days completely lost for training, but in February, practically half the month was bad and 13 of the days scheduled for flying were complete washouts. Nearly the same conditions were experienced in March, but, due to the fact that the class was getting behind its schedule, flying was ordered on days when there was low fog and even light rains. With flying on Saturdays and Sundays, however, a loss of a single day was the net result. Records of flying conditions at Carlstrom Field show that there was only a loss of three or four days during the entire year.

With three more weeks of flying before the close of the present school year, all except 17 members of the class have passed their flying tests and are working hard to complete the required flying training in gunnery, cross-country, formation, night flying and transition. Of the 17 remaining students, it is expected that a majority of these men will be through their airplane pilot test before the close of another week.

Gunnery training is at present occupying most of the students, and camera guns are being worked from morning till night. The small parachutes which are dropped from the planes to be used as targets, are leading the students a merry chase down from the higher altitudes, and many contests are carried on along the line to see who can gather in the most of the "chutes" during the day. Staff Sergt. Terrill of "B" Stage and Cpl. Prince, of Headquarters Stage, have thus far outstripped other competitors. Cpl. Prince claims that parachutes coming down in the vicinity of the State Insane Asylum refuse to continue earthward, but are carried up in the air again until outside the domain of the "bugs".

Brooks Field is to have a distinguished visitor on Wednesday, May 9th, when Captain Eddie Rickenbacker will visit the field and renew acquaintance with several of the officers here who formerly flew with him during the time he made his wonderful record as an ace in the World War. Capt. Rickenbacker will be the guest of Capt. Ralph Royce, commandant of the field, while on his visit here.

The Brooks Field Baseball team continued to keep its slate clean during the past week and added two more victories to its list. On Saturday the team had its hardest tussel of the season in downing the Fort Sam Houston nine by a 3-0 score, on their diamond. Sunday's game was a return engagement with Camp Normoyle and again the Quartermaster players proved easy picking, Brooks winning 15-6. Terrill pitched for Brooks and was exceedingly wild, but fast playing in the field helped to keep the scoring down. The Brooks batters slaughtered the offerings of both Normoyle pitchers, and many batting averages were fattened. Lieut. Catlett sprained an ankle sliding into second base in the sixth inning and had to retire. His injury is not very serious but will probably keep him out of the game for about ten days.

The regular meeting of the Brooks Field Ladies' Bridge Club was at the Officers' Club on Thursday afternoon with Mrs. McGregor and Mrs. Wolfe as hostesses. Prizes were won by Mrs. Westover, Mrs. Chauncey and Mrs. McClellan.

Rockwell Air Intermediate Depot, Coronado, Calif., April 20, 1923.

Four Martin Bombers left the Naval Air Station Thursday morning piloted by Marine Corps aviators and bound for Quantico, Virginia. (I hope the Editor will not call me on this, as I am almost sure that Quantico is not in the District of Columbia) and the Army aviators, as well as the Navy, wish them all success on their long, hard cross-country flight.

The news of Lieuts. Macready's and Kelly's long flight was received with interest here as we can appreciate their hard grind from witnessing the record-breaking flight here last fall, and also we don't forget that Lieut. Macready is a Native Son and one of the home folks and the only regret we have is that the records were not broken here, instead of at Dayton, Ohio.

Rockwell Air Intermediate Depot, Coronado, Calif., April 27, 1923.

Major Shepler W. FitzGerald, A.S., former Commanding Officer of the R.A.I.D., and Mrs. FitzGerald, are visiting the latter's parents at Coronado, Calif., the Major being on leave from his present station at Kelly Field, San Antonio, Texas. His frequent visits to this Depot are appreciated by both the official and civilian personnel, as his efficient method of handling the problems of this Depot won the admiration of all who had the pleasure of serving under him.

Major William A. Robertson, A.S. (retired) was a visitor at this Depot during the week. The Major is contemplating making his home in Coronado.

The Marines have been watching the R.A.I.D. Gun Club for some time and have been keenly interested in the tournaments held between the Army and Navy here on the Island. So much interest did they take that they made up their minds that THE Bunch from the Marina Base could pick a team that would trim the eagle-eyed aviators. Lieut. Siefert, Thursday afternoon, took his squad out and gave the Marines a little bit of trap-shooting, and also convinced them that they did not know a thing about clay pigeons, for out of 450 "birds" shot at, the Army team broke 300 and the Marine team 184.

Lieut. Seifert was high gun for the Army team (43 out of 50) while Lieut. Stent took the honors for the visitors (31 out of 50).

A very enjoyable party was given Thursday evening in honor of Major and Mrs. FitzGerald, at the Officers Club, Rockwell Field. The main feature of the event was the Monto Carlo, which was run on a basis of all winnings to go to the Club fund.

Scott Field, Belleville, Ill., May 5, 1923.

Brig. General George V.H. Moseley, Commanding the 6th Corps Area, and Col. H.E. Yates, Commanding Officer of Jefferson Barracks, Mo., were visitors at the field recently. After making an inspection of the field they left for Jefferson Barracks in the evening.

Mayor Keil of St. Louis, and his daughter and son were the guests of Major J. A. Pagelow, Commanding Officer. Mayor Keil and his party inspected the large dirigibles stationed in the big airship hangar and then visited the Balloon and Airship School.

A huge Martin Bomber landed at the field on the morning of May 4th with two army officers and two civilian passengers on their way from McCook Field to Kelly Field. The officers were Lieuts. J.E. Parker and Charles H. Mills. The plane left Dayton in the morning, made a stop at Indianapolis, Ind., at 8 o'clock, and landed at Scott Field at 11:20 o'clock. At 12:15 the bombing plane took off again, heading southwest for Kelly Field.

Aberdeen Proving Grounds, Md., May 8, 1923.

Routine bombing being carried on as usual affords considerable training for pilots and bombers, as well as the means for the service test of bomb racks, sights, releases and test of flight instruments. Weather permitting, practically all available equipment is used continuously in carrying out bombing programs.

Camera obscura work is being carried on with regularity. The personnel is becoming better acquainted with this work and, in consequence, better results are looked for in the near future.

Lieuts. Graybeal and Bond recently undertook a cross-country flight to Chanute Field for the purpose of ferrying back to Aberdeen five enlisted graduates of the Air Service Technical School. On the return trip they had a forced landing at New Hope, Ohio, on account of engine trouble. The MB-1 in which they were flying was damaged to such an extent as to necessitate its shipment to Fairfield for overhaul, after which it will be returned to Aberdeen. The MB-1 is of the old Mail type, and is probably the speediest Martin Bomber in the Service. The pilots at Aberdeen will be very pleased to get it back.

Lieuts. Bleakley and Phillips in an NBS-1 successfully completed a cross-country flight to Chanute Field and return, ferrying four enlisted graduates of the School, for station at Aberdeen and assignment to the 49th Squadron.

Lieut. George, piloting a DH4B, with Sgt. Nero as passenger, made a cross-country flight to McCook Field for the purpose of making a detailed report on the service test of the A-3 bomb rack at this station. Forced landing was experienced near Westminster, Md., on the return trip, due to the failure of vertical drive shaft gear. A new gear was sent out and installed in the motor, after which the plane was flown back to this station. The plane was not damaged on the forced landing.

Sgt. Davis, piloting a DH4B in from Langin Field, W. Va., experienced a forced landing near Ellicott City, Md., due to ignition trouble. As a result of being forced to land in a poor field the plane was damaged beyond repair.

Captain Hough and Lieut. Shankle recently completed a successful cross-country flight to Chanute Field and returning, bringing with them four more graduates of the Technical School to bolster up the 49th Squadron.

San Antonio Air Intermediate Depot, Kelly Field, Texas, April 27, 1923.

The visiting Marine Officers, who piloted Martin Bombers from San Diego, Calif., to the Marine Barracks, Quantico, Va., were guests of honor at a luncheon given by the Officers of this Depot on Tuesday, April 24. The club was attractively decorated in blue bonnets, the national flower of Texas, for the occasion.

The marriage of Myron R. Wood, Lieutenant U.S., Air Service, and Miss Isabel Josephine Wefing, daughter of Mr. and Mrs. Louis J. Wofing, took place Saturday evening, April 14th, at 7:00 o'clock in St. Mark's Episcopal Church, Dr. Arthur Huston officiating. An informal reception followed the ceremony in the home of the bride's parents. Lieut. and Mrs. Wood left for a short motor trip. They will be at home in Kelly Field after the 1st of May.

Running true to form the San Antonio Air Intermediate Depot team came through as expected and put the skids under the Mistletoe Creamery baseball nine for a victory in the initial game of the Saturday League. Although the game ran high in the number of runs scored, it proved that the A.I.D. crew can swing a wicked bludgeon for the team came through with 17 lusty bingles that counted an equal number of runs. The final score was 17 to 7 with our bunch on the big end.

Plans for organizing an "OFFICERS BASEBALL LEAGUE", with Brooks Field, Kelly Field, Camp Normoyle and the S.A.A.I.D. as members, are under way. The personnel of these teams is to be drawn from the Staff Officers of each place and, judging from past performances, some interesting conflicts of the National game will be pulled off. The battle for supremacy in these combats is made worth while by inflicting the cost of refreshments of "near beer" or drinks on the losing bunch. High class plays of the circus and grandstand variety generally result from these episodes that would make the fans forget there were such things as big league stars.

The production of the Repair Branch of this Depot completed Airplanes and Engines for the week ending April 12th, was as follows: 4 DH-4B airplanes for Kelly Field; 2 JN-4H-GA-2 and 1 JN-6H-A-2 ships for Brooks Field; 4 Liberty A motors, 2 Wright A-2, 2 Wright E, and 1 Wright I motors.

Faint, illegible text, possibly bleed-through from the reverse side of the page. The text is too light to transcribe accurately.

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 22, 1923.

DAYTON CELEBRATES AVIATION DAY
By our McCook Field Correspondent

Dayton celebrated Aviation Day on May 28 in honor of the return to Dayton of Lts. J. A. Macready and O. G. Kelly from their transcontinental non-stop flight from New York to California, the mayor declaring a half-holiday and school children being released to witness the aerial circus held at McCook Field at 2 o'clock in the afternoon. At two minutes before two, the blowing of a siren announced that the workers at the Field might join the throng of 10,000 Dayton citizens already congregated on the Field for the same purpose. For the hour of the circus, from two to three o'clock, the workaday look of the Engineering Division vanished as if by magic.

AERIAL CIRCUS

May is rather a popular month for circuses in Dayton, but neither Ringling Brothers nor Barnum and Bailey, with their three rings each, we dare say ever claimed quite the thrill that the twenty-two McCook flyers, all stunting at once at different levels of altitude, infused in the hearts of that immense throng. Every view of the sky presented airplanes, looping, diving, zooming, turning, a sight not quickly to be forgotten.

The opening event was a DeHaviland 5-ship formation, flown by Lieutenants Ballard, Barton, Stromme, Mallory, and McPike. These left the ground together and climbed to altitude, where the effect of this type of flying is most picturesque.

Scarcely had the DeHavilands left the ground, when three Vought planes piloted by Lieutenants Brookley, Pearson, and Mills took off in a speed race, in five laps about the Field, each lap covering a distance of about two miles. Lieutenant Pearson won the race, flying at a rate of 120.2 miles per hour.

Immediately after the race, the three Voughts took off again for acrobatic formations. Almost wing to wing they flew and looped, which performance, well-rehearsed and beautifully given, was the high spot in the afternoon's exhibition.

Later the three ships gave up the center of the stage, and continued their stunting at altitude, while a Martin Bomber swept across the Field, dropping four parachutes with dummy passengers from the wings. The Martin continued to fly, while a small Fokker monoplane, piloted by Lt. Doolittle, maneuvered about it, under and on top of it, looping and diving, presenting a keen contrast in size, speed, and dexterity to the doughty Martin. Combat work by several additional planes was then indulged in at altitude, while the lower picture was cut by the new Curtiss pursuit plane, the design of which is based on the Curtiss Racers, flown by Lieutenant Wade.

Lieutenant Wade flew the length of the Field several times, demonstrating the slow and terrifically high speeds of the plane, put it through stunts of every description, finally joining in the grand finale, consisting of combined stunting of all the airplanes, from ground to 4500 feet altitude.

Promptly at 2:55 o'clock, the ships came in to land, leaving the sky strangely empty after their brilliant performance.

Lieutenant Brookley, Chief of Flight Test Branch at McCook Field, had full charge of the arrangements of the aerial circus, and was one of the prominent flyers. The following pilots participated:

Captain Tillinghast, Lieutenants Pearson, Brookley, Van Veghten, Boyd, Mills, Doolittle, Fairchild, Ridenour, Carroll, Bruner, Hegenberger, Johnson, Redman, Koontz, Ballard, Barton, Stromme, Mallory, McPike, and Civilian pilots Lockwood and Meister.

When the exhibition was planned, it was thought Lieutenants Kelly and Macready would have arrived and be witnesses of honor. On the morning of the 28th, when

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word came^{that} they would leave Kansas City at 8:30 a.m., although it was too late to postpone the aerial circus, it was hoped that the two flyers would put in an appearance before the close of the performance, and a more thrilling climax could be neither hoped for nor imagined. Before the circus started however, it was known that they had been delayed in leaving and that there was no chance of their arriving before late evening or night.

But it was so easy for those of us with whom the T-2 has become a familiar and beautiful sight, to imagine its huge wing brooding there in the sky above the other planes, flying to honor it, hanging as only the T-2 can hang, scarcely moving, that if it were possible for an airplane to have a spirit, we would have said that the T-2 was there in spirit.

AMERICAN LEGION DINNER

The biggest feature of Aviation Day, however, was the dinner of 1200 covers given by the American Legion at Memorial Hall, Dayton, Ohio. The dinner was scheduled for 7:00 p.m., and at that hour the great hall with its long tables was already filled.

The speakers' table was set on the stage, and when shortly after seven those who were to occupy it, Commanding Officers of McCook and Wilbur Wright Fields, F.B. Hale, Mayor of Dayton, Congressman Fitzgerald, Senator Fess, Mr. G.B. Hirsh, Commander of American Legion, Dayton Post, and other distinguished citizens filed in, the two vacant chairs next to Mr. Orville Wright, told the story that the guests of honor had failed to arrive. This was no great shock to the initiated who knew that, barring accident, the two flyers would land in Dayton about 8 o'clock, and as the knowledge spread, a decided ripple of expectancy ran through the hall. At 8:15, Major McIntosh got word that the T-2 had just then landed.

The dinner was a complete surprise to the flyers and it was nine o'clock before they, remarkably spick and span after their day's flight, faced an audience whose cheers almost drowned out the band, which thundered the jovial "Hail, Hail, The Gang's All Here!"

It was some ten minutes before the demonstration could be quieted and Mr. Hirsh could introduce Mr. Charles F. Kettering, Vice President of General Motors Corporation, who was to act as Toastmaster.

Mr. Kettering in turn presented Mayor Hale, who in the name of the City of Dayton welcomed the flyers home.

Major McIntosh responded in his usually happy vein, enlarging upon the development of aviation as demonstrated in the making of recent World Records leading up to the pronouncement that in the face of the almost impossible recent accomplishments, the wise modern did not say that anything could not be done.

Mr. Frederick B. Patterson, President of the National Cash Register Co., introduced Lieutenants Kelly and Macready, but the important feature of his speech was the word just received by him as chairman of the Dayton Aviation Committee, from Washington, that the new site purchased by the people of Dayton for \$400,000 had been finally accepted by the Government for the new home of the Engineering Division.

Lieutenant Kelly then gave a detailed account of the flight of the T-2 from coast to coast, an account that, though sticking coolly to fact, through the very drama of the images awakened in the imaginations of the audience, held it spell bound.

Congressman Fitzgerald then made a plea for the appreciation of genius in America. "We have the genius and the money for development in America," he said, "but we have all too often lacked the vision and foresight of foreign countries, with the result that the United States in instances too numerous to mention is paying foreign governments for the use of patents for inventions originated by American development had we not been so totally lacking in vision." He also expressed the opinion that such officers as Kelly and Macready who had rendered such distinguished services, should be granted promotions, not because they "needed or wanted them, but because they deserved them," and that Congress should set aside an appropriation for that purpose.

Major Hauser then presented Lieutenant Macready with a silver pitcher and tray, a wedding gift of the Mens' Club of the Y.M.C.A., of which Lt. Macready is a member. For, as is well-known history now, Lt. Macready successfully completed a courtship as well as a transcontinental non-stop flight when he reached California, and a Mrs. Macready is shortly expected in Dayton.

"Mac" who, as Congressman Fitzgerald phrased it, has flown farther and longer and higher than anything human has ever flown, turns these little tricks as cool as a cucumber, but when such inevitable results as comments and congratulations come his way, the hard part begins for "Mac", who like many another whose accomplishments have been cast in large molds, is bashful, with a bashfulness that is the delight of his brother officers. But his response for the gift and his thanks to the people of Dayton for their reception lacked nothing in sincerity or dignity.

Senator Fess was most encouraging in his belief that after the world records recently established, Congress would not withhold the appropriations necessary to make the new Engineering Division a reality.

Judge McCann gave an account of the early struggles of the Wright Brothers and the magnitude of their accomplishments in the face of all sorts of discouragement.

Miss Kathryn Wright, the sister, whose faith and encouragement never wavered, was present and the audience gave the Chautauqua salute, a silent waving of myriad handkerchiefs in her honor.

A telegram of regrets was read from General Patrick, who was on the program for an address on "The Future of Aviation."

Moving pictures on the development of Aviation was a feature of the program as well as singing by the audience, of a parody with Mr. Gallagher and Mr. Sheehan set to music as "Loot Macready" and "Loot Kelly".

The dinner proved a great success not only as a welcome home to the two heroes of the occasion, but as a splendid boost for enthusiasm to the cause of Aviation.

STUDENT OFFICERS VISIT McCOOK FIELD

McCook Field had a warm welcome for the 22 Air Service officers comprising the staff and student officers from the A.S. Tactical School, Langley Field, who arrived in two squadrons of DH4B airplanes. They remained for five days during which time they visited Wilbur Wright Field and become acquainted with the activities of the Engineering Division and with methods for developing new equipment for various activities, which latter function was the special purpose of their visit. Upon leaving McCook Field they visited the First Pursuit Group at Selfridge Field, Mt. Clemens, Mich. The entire trip will be made over the model airways route, with stops at Washington, D.C., Moundsville, Dayton, Mt. Clemens and Cleveland, returning via Moundsville and Washington. The route is approximately 1,800 miles long.

The officers comprising the party were: Major T. DeWitt Milling, in charge of the Tactical School; Captain L.R. Knight and Lieuts. H.W. Cook, Rex K. Stoner, and H.W. Heisen, staff of the school; and the following student officers: Majors J.H. Jewett, W.C. McChord and H.B. Clagett, Captains W.B. Gates, G.S. Warren, E.W. Hill, A.M. Guidera, H.V. Hopkins, F.M. Bradley, H.J. Houghland, R. Beam, and 1st Lieuts. G.P. Johnson, C.W. Ford, F.O.D. Hunter and C.F. Wheeler.

Some of the members of the party are not strangers to the Engineering Division. Major Milling, one of the Army's first aviators, is well known there, Lieut. Cook, leader of Flight A, was graduated from the Engineering School at McCook Field last August. Lieut. Wheeler was stationed at McCook Field last year and Captain Knight was stationed in Dayton during the war. These officers found themselves very busy socially during their stay. The entertainment for the whole party was not neglected. The National Cash Register Co. of Dayton issued an invitation to them for a luncheon and an inspection of their plant, and the McCook Field officers gave a dance in their honor at the Post Auditorium on Saturday night.

Major Robert Coker and Captain L.B. Jacobs, who were detained by a forced landing, arrived later.

TRANSPORTING COTTON BY AIRPLANE ✓

During the Shriners' Convention in Washington the Army Air Service gave an impressive demonstration of the rapidity with which a commercial project can be successfully carried out through the medium of the airplane. This project involved the transportation of two bales of cotton from Augusta, Ga. to New Bedford, Mass., where the raw material was fabricated and cut up into Masonic aprons by the Wamsutta Mills, and delivered by airplane to Bolling Field, Anacostia, D.C., where they were distributed to the visiting Nobles.

Never before in the history of the cotton industry in this country has a bale of cotton been transported with such rapidity as in this instance. In fact, it marked the first time this commodity was ever transported by air. The project

marked a new epoch in the annals of American commerce and served to bring home to the business men of this country the fact that they have virtually ignored the possibilities of the airplane as the most rapid means of transportation available in this day and age.

The proposition of transporting a bale of cotton by airplane was initiated by the Army Air Service in cooperation with the Aeronautical Chamber of Commerce of New York, the Augusta Board of Commerce, through Mr. Spencer L. Hart, Secretary, and the Wamsutta Mills of New Bedford, through Mr. C.F. Broughton, Treasurer. The whole project was carried through as planned, and the Masonic aprons reached Bolling Field at noon on Tuesday, June 5th, in time for the Chief of Air Service to make a formal presentation of them to the Imperial Council of Shriners meeting at Keith's Theatre at two o'clock.

Two Martin Bombers from the Aberdeen Proving Grounds, Md., were the transporting agencies. Leaving Aberdeen on the morning of May 31st, the ships arrived at Augusta late that afternoon. The crew on board the ships were Captain Romeyn B. Hough, Lieuts. Harold L. George, Wm. H. Bleakley, Carlyle W. Graybeal and Staff Sergeants Linwood P. Hudson and Peter Ceccato, all stationed at the Aberdeen Proving Grounds.

While at Augusta the Air Service personnel were accorded true southern hospitality. The two bombing planes with their cargo of two 500-pound super-compressed bales of cotton, donated to the Augusta Board of Commerce by Barrett & Co., Inc., of Augusta, left that city at 4:30 a.m. June 4th for New Bedford, Mass. In addition to the cotton, one of the planes carried a basket of peaches, tendered President Harding by the people of Augusta. This plane made a brief stop at Aberdeen, Md., en route in order to allow the peaches to be transferred to a relay plane, piloted by Lieut. W.K. Phillips, and brought to Washington. The gift for the President arrived at Bolling Field at 3:30 p.m., and Lt. Courtney Whitney, on behalf of the Georgia Society of Washington, made the presentation of same to the country's Executive.

Arriving at New Bedford at 4:39 p.m., the crew unloaded the cotton and made preparations for an early departure the following morning. While at New Bedford, the flyers were entertained at a dinner presided over by Oliver Prescott, President of the Wamsutta Mills, and attended by various officials of the mill, the Mayor of New Bedford, Mr. Grover Loening, President of the Aeronautical Chamber of Commerce, and others prominent in the cotton industry of New Bedford. Mr. Loening made a plea for Congressional regulation of flying, in order that the air may be cleared of unlicensed and freak airmen, so that development may be carried on by sane experimentation.

Mr. Broughton, Treasurer of the Wamsutta Mills, said: "I believe, that the day will come when by air or some other means rapid shipment of cotton will be possible. Rapid shipment will mean added production which, of course, will mean lower costs. I think that the flight of today, which was completed within 17 minutes of the scheduled time, is an indication of what is to come." At 5:50 a.m., June 5th, both planes took off from New Bedford, the plane piloted by Captain Hough carrying some 5,000 aprons which the Wamsutta Mills had manufactured. A landing was made at Mitchel Field, L.I., New York, in order to refuel the ships. Mechanical trouble, however, developed in Captain Hough's ship, and it was necessary to transfer the cargo of aprons to Lieut. Bleakley's plane, which promptly took off and landed at Bolling Field shortly after the noon hour. Mr. H. Carl French, Purchasing Agent of the Wamsutta Mills, and Mr. M.L. Cates, a representative of the mill were passengers on board this ship, in addition to Lieut. Graybeal and Staff Sergeants Hudson and Ceccato.

Upon landing the aerial visitors were greeted by Major General Mason M. Patrick, Chief of Air Service; Gen. Wm. Mitchell, Asst. Chief of Air Service; Major Ira A. Rader, Chief of the Information Division, Office Chief of Air Service, Major George E. Lovell, Commanding Officer of Bolling Field, Captain R.L. Walsh of Bolling Field, and a number of Shriners.

The aprons were unloaded and 700 of them were delivered to the Imperial Council of Shriners in Session at Keith's Theatre. Some of the aprons were held at Bolling Field for the purpose of taking them aloft in airplanes and dropping them by means of tiny parachutes to Shriners witnessing the aerial demonstration at the field. The balance of the aprons were packed in bundles, marked for each Shrine Temple, and distributed to representatives of each Temple by the Officer in charge of the Air Service exhibit at the Lincoln Memorial Grounds.

Aviation is indebted not a little to Barrett & Co., Inc., of Augusta the Augusta Board of Commerce and those guiding the destinies of the Wamsutta Mills of New Bedford. These public spirited citizens fully realize the important part which can be played by the airplane along commercial lines, and it is their desire to awaken the American people to a realization of that fact. The Wamsutta Mills, which executed such a fine piece of work in converting the raw cotton into Masonic aprons, is the pioneer cotton mill in New Bedford. Established in 1846, it is now in the top rank of the industry, having grown from one small granite mill of 300 looms and a capital of \$90,000, to 8 large mills of 236,000 spindles, 4,000 looms and an authorized capital of \$6,000,000. The Wamsutta Mills, which now employs about 2,700 persons, were the first in New England to weave successfully fine shirtings which have replaced imported fabrics. This is still a leading product of these mills. Today, however, Wamsutta Percale sheets and pillowcases are the best known product of the mills. Other products include finished lawns, lingerie, and Lustersheers, both bleached and colored, twills, sateens, madras poplins, oxford, sail and balloon cloth, and miscellaneous fancies. A large business is also done in high grade combed yarns.

Aside from the minor mechanical trouble encountered at Mitchel Field, which slightly delayed Captain Hough's plane, causing it to arrive at Bolling Field a little behind Lieut. Bleakley's ship, the long aerial journey of nearly 2,000 miles from Aberdeen to Augusta to New Bedford to Bolling Field was accomplished without any untoward incident, the trip being similar in character to numerous other long cross-country trips made in these ships by Air Service pilots in the course of their ^{every} day work.

THE NEW ALL METAL MONOPLANE

The first all-metal airplane designed by the Engineering Division, Air Service and manufactured by the Gallaudet Aircraft Corporation, was recently delivered to McCook Field and given its maiden flight. The model is a Corps Observation, its official designation being "CO-1".

Both the wings and fuselage are covered with corrugated duralumin, and the structure proper is heat-treated steel and duralumin. The weight of the airplane empty is 3,000 pounds; fully loaded it is 4,750 pounds. Unlike most metal-covered airplanes, the CO-1 is not over weight. It could safely carry loads greatly in excess of the specified design load, which is 1,750 pounds. It is powered by the standard Liberty 12 engine, and has a gasoline capacity of 125 gallons.

There are several unusual features embodied in the design. The primary function of this airplane being ground observation, the wing is placed at the top of the fuselage and its thickness reduced adjacent to the cockpit to give the pilot an unobstructed view of the ground. The wing tapers to its full thickness at a point four feet from the fuselage and is braced thereto by external steel struts. Glass windshields are provided at the sides of the pilot's cockpit, making the use of goggles unnecessary.

The landing gear of the so-called axle-less type has an exceedingly wide tread, the landing gear struts being anchored to the wing structure. The front cockpit is roomy and comfortable and the rear cockpit is so arranged that the observer is partially shielded from the wind while handling the guns.

This airplane may be left in the open indefinitely, making the use of hangars almost unnecessary. It has a further advantage in that the usual fabric wing and fuselage covering has to be removed once a year, whereas in the case of the all-metal plane the duralumin covering is a permanent part of its structure and does not require replacement.

MITCHEL FIELD MAKES GOOD SHOWING AT NATIONAL GAME

Mitchel Field is having a successful baseball season. So far some of the strongest amateur and semi-professional teams in the vicinity have been met with only one defeat ^{recorded} against the Field. The team is scheduled to play a three-game series with Fort Totten, the winner to play for the championship of the Central District of the 2nd Corps Area. Fort Totten is also represented by a good team this year, and therefore a keen struggle is anticipated.

AIRPLANES RUSH MEDICAL ASSISTANCE TO DYING WOMAN

Dying in the woods of Chiriqui from tetanus which developed from an accidental shotgun wound, and with no antitoxin obtainable there to save her, Mrs. F.N. Gage was rescued by Army airmen from France Field, Panama, who flew to the spot with the necessary serum, dropped it from the air and then flew to the nearest landing field, 18 miles away, where they waited until the arrival of Prof. Gage and his wife and transported the patient to the Ancon Hospital.

The above is the substance of a newspaper article which appeared in the Panama STAR & HERALD of May 1st and sent to us by our France Field Correspondent. Thus we note another demonstration of the ability of the airplane to render prompt aid in dire emergency.

Prof. Gage of the University of Michigan and Mrs. Gage had been in Chiriqui several months collecting snakes and insects. While near Progreso she was shot in the hand accidentally by a hunter, and through the lack of medical attention Tetanus set in. The next day telegraphic requests were received in Panama that assistance be rushed to the noted professor's wife. The Army authorities were notified and two Martin bombing planes and two DH's were hurriedly dispatched from France Field at one o'clock Sunday afternoon. The DeHavilands were piloted by Lieuts. Roland Birnn and Morgan, respectively, one of them carrying Capt. L. Valentyne, flight surgeon. Captain Andrew Smith, flight surgeon, left shortly after in a Martin bomber piloted by Lieut. L.L. Beery. Another Martin piloted by Lieut. John D. Barker took off at the same time, but was forced to return on account of engine trouble.

Although much slower than the smaller DeHavilands and despite the fact that they left France Field later, Lieut. Beery and Capt. Smith, by taking a direct course, set their big plane down at David in two hours and twenty minutes, establishing what is declared to be a record run. They arrived only half an hour behind the DeH's, which took a round-about course. The aviators had a difficult job in spotting the place where Mrs. Gage was located, but finally managed to get the serum to her by wrapping it in waste and dropping it from the air just before sunset.

The aviators waited on the landing field at Divala while Mrs. Gage, after the serum was injected, made the trying 18-mile trip on horseback. Upon her arrival she was placed in a Stokes litter used in the U.S. Hospital planes and settled as comfortably as possible in Lieut. Berry's bombing plane. Prof. Gage and Dr. Smith accompanied the patient on the aerial journey to Balboa. An Army ambulance promptly took Mrs. Gage to the Ancon Hospital.

Our France Field Correspondent states that the newspaper account gave a pretty fair account of how the "day of rest" was broken up for some of the pilots. By a remarkable coincident Capt. A.W. Smith, Flight Surgeon, when he met Prof. Gage was able to say "Hello, Prof. Haven't seen you since I sat in on your bugology classes at the U. of M." Capt. Smith comes from that seat of learning.

A NEW WAY OF LANDING

Strange how one little word will change a thing from the sublime to the ridiculous. A Panama newspaper, in giving an Associated Press account of an incident which recently transpired at Mitchel Field, N.Y., stated that "General Mitchell, Assistant Chief of Air Service, was badly shaken, but escaped serious injury when landing from an airplane today."

AIR SERVICE HELPS OUT IN EL PASO CELEBRATION

During the week of May 19th the 12th Squadron, stationed at Fort Bliss, Texas, participated in the Golden Jubilee celebration held in the city of El Paso in commemoration of the fiftieth anniversary of its incorporation as a city. On Wednesday a four-plane formation was flown over the city for an hour during the parade of the First Cavalry Division, at which time many oblique photographs were made of the parade. On the following day another formation of four planes flew over the inspection and review of the First Cavalry Division held as part of the jubilee. On Friday the Cavalry Division staged a demonstration of night raiding on a large scale, all arms, including Artillery, tanks, Cavalry, Infantry, machine guns, and Air Service participating. Two planes from the 12th Squadron took off

at 8:00 p.m. and flew over the battle for an hour, after which each plane dropped four Mark I airplane flares over the village which had been constructed by the Engineers and which was the objective of the raid. The flares lighted the scene brilliantly for miles around, giving a very spectacular effect. Thousands of people witnessed this exercise in which live ammunition was used. Lieuts. O'Connell and Sullivan piloted the two planes and demonstrated their skill as night fliers.

THE DEATH OF A POPULAR OFFICER

In the sudden death of Major Thomas Duncan, Air Service, the Army lost one of its most popular young officers - a man who had a smile and a pleasant word for everyone with whom he came in contact, a cheery disposition, a man you were always glad to meet with a return smile because one could not do otherwise in his presence. And fate was so unkind as to take such a man away from our midst! Major Duncan was but 41 years of age, and, if there is any truth in the saying that "the good die young," his departure from this world with the best years of his life yet before him is a striking example.

Major Duncan, who was on duty in the Militia Bureau of the War Department, had journeyed but to Bolling Field in company with a civilian on duty in his office, Mr. Irvin H. Krupp, for the purpose of taking a practice flight. Shortly after taking off and when at the extreme end of the field the airplane suddenly crashed to the ground, and before help could arrive both occupants were burned to death, the plane having burst into flames immediately after the crash.

Major Duncan was the son of the late Brigadier General Joseph W. Duncan, who, shortly before his death some years ago, served a tour of duty in the War Department General Staff. The General was one of the most courteous and kindly gentlemen one could meet and the writer, whenever he saw Major Duncan, often thought of the old adage - "Like father, like son". The deceased, who left a wife and baby, was born on February 5, 1882, at Vancouver Barracks, Washington. He attended the United States Military Academy at West Point but did not graduate from that institution. He was, however, commissioned in the Coast Artillery Corps from civil life on April 11, 1905, and graduated from the Coast Artillery School in 1912 and from the Army School of the Line in 1921.

During the war he was detailed in the Air Service, holding the rank of Lieutenant-Colonel. His first assignment in the Air Service was as Executive Officer of Kelly Field, Texas, during the stirring times at that field when every effort was being bent to train as many fliers as possible for the front lines in France. He served at this field from November, 1917, to June, 1918, and then served as Commanding Officer at Fairfield, Ohio, until September, 1918, when he was ordered to Washington, D.C., for duty as Chief of the Operations Section. From December 29, 1918, to January 27, 1919, he was the commanding officer of Eberts Field, Loanoke, Ark. He was then transferred to Carlstrom Field, Arcadia, Fla., where he commanded the Primary Flying School until August 6, 1920. After attending the General Service School at Fort Leavenworth, Kansas, for one year, he was assigned to duty with the Organized Reserves, with headquarters at Fort Sam Houston, Texas. From October, 1922, until the date of his death he was on duty in the Militia Bureau in Washington, where he performed the work of organizing Air Service activities in the National Guard of the country.

On June 26, 1922, the Commanding Officer of the Eighth Training Center, Fort Sam Houston, Texas, in a letter to the Commanding Officer of the 8th Corps Area, commended Major Duncan for his work during an instruction period for Reserve Officers, stated: "This officer acted as Executive during this period. His services were exceptionally efficient and this, coupled with his pleasing personality, had more to do with the success of this meeting than that of any other officer connected with it. He is especially adapted for work of this kind and is a rather unusual young officer."

The NEWS LETTER sends its condolence to his bereaved family and to his many sorrowing friends.

A MEMORIAL TO A LOST AIRMAN

General Orders of the War Department, recently issued, announced that the United States Army Airdrome at Fort Riley, Kansas, was designated "Marshall Field" in honor of Colonel Francis C. Marshall, Cavalry, who lost his life in December,

1922, while in flight between San Diego, Calif., and Nogales, Arizona.

Colonel Marshall was a passenger in a plane piloted by Lieut. C.L. Webber, Air Service. They left Rockwell Field on December 7th last, and for a stretch of nearly six months had not been heard from. All efforts to locate the lost fliers proved fruitless, and Army officials had reluctantly classified the incident as an unsolved mystery.

Several weeks ago the startling news came out in the press that the charred remains of the two airmen and pieces of the wrecked airplane had been found in the Cuyamaca Mountains. Our Rockwell Field Correspondent sent us the following comprehensive account of the "finale" of this sad tragedy:

The finding of the wrecked DeHaviland airplane which left here on December 7, 1922, piloted by Lieut. C.L. Webber, A.S., carrying Colonel Francis C. Marshall, U.S. Cavalry as a passenger, in a high point of the Cuyamaca Mountains, north and east of San Diego and within the boundaries of San Diego County, has cleared up the mysterious disappearance of this plane and relieved the minds of hundreds of men who have searched the mountains and deserts from here to Tucson, Arizona, and who have penetrated the wild country south of the line in a vain search for the missing airman and his passenger. The location of the wrecked plane shows that Lt. Webber was on the right course and only a few more feet of altitude would have put his ship safely over the ridge. Owing to the heavy fog which hangs over these peaks during the winter months, it is impossible to determine one's exact position, and evidently Lt. Webber misjudged his altitude and crashed on the top of the highest point for miles around. The plane was a complete wreck and the charred remains of the occupants showed that they crashed without warning.

Word was received at Rockwell Field on May 12th, that the plane had been found by a cattle-man in search of some stray cattle in the Cuyamaca Mountains. Major Arnold immediately dispatched a detachment of officers, consisting of Captain Ervin, Lieuts. Smith, Adler, Seifert, Richter and Hine, to that point. They returned Sunday afternoon with the remains of Colonel Marshall and Lt. Webber, which were turned over to a local undertaking establishment and prepared for shipment.

On May 16th, the entire force at Rockwell escorted the bodies from the funeral parlors to the Santa Fe depot, where they were placed on the 7:30 train to be taken to their last resting place. Lt. J.P. Richter, A.S. who was Lt. Webber's room-mate and most intimate friend, and who, it will be remembered, stuck to the very last during the search in December and January, following every clue which was given, accompanied his body to Denver. The remains of Colonel Marshall were transferred to another train in Los Angeles, and in compliance with the request of Mrs. Marshall were met in Kansas by the Colonel's former aide de camp during the war, who escorted the remains to Washington, D.C. where interment was made in Arlington Cemetery.

On Sunday, May 20th, about 100 employees of the Rockwell Air Intermediate Depot, equipped with picks, shovels, cement and sand, drove to the mountains, and leaving the road at a point five miles from Cuyamaca Lake, climbed to the spot where the wrecked plane lay and buried the engine in a solid concrete grave, placing a bronze tablet on top to mark the spot where one of the most loved officers of the Air Service made his last landing. The tablet was cast at the Rockwell Air Intermediate Depot and bears the following inscription:

I N M E M O R Y
of
Col. F. C. Marshall, Cav.
and
Lieut. C.L. Webber, A.S.
who fell at this spot
December 7, 1922.

All material for the marker had to be carried up the rough mountainside, 1-3/4 miles and too much credit cannot be given to the civilian employees at the Depot for the earnest, active part they took in marking this spot in such a way that even time cannot destroy it. A copper tube was placed in the concrete base, containing a copy of the San Diego Union of December 8, 1922, which gave the first news of the lost airplane; also a copy of the San Diego Union of May 13th, giving the first account of the finding of the lost plane, a Masonic Calendar for 1923, and a list of the Officers and Warrant Officers on duty at Rockwell Field; also a list of all the employees of this Depot. All parts which could not be buried with the engine were burned and the ground around cleared of all wreckage. After a hard day's

work all returned to the foot of the mountain where the women-folks who accompanied their husbands had hot coffee and lunch awaiting them. Lieut. Lowell H. Smith, Chief Engineer Officer published the following Memorandum under date of May 22:

"It is impossible for the undersigned to fully express his appreciation of the loyalty and devotion which has been shown by the employees of the Engineering Department, for the late Lieutenant Webber. It most certainly shows a deep feeling in the hearts of the men within the Department and I am sure that I am speaking for all the officers on the Post when I say that these acts of devotion for Lt. Webber have brought us all in closer touch with the personnel of the Engineering Department."

SECRETARY OF WAR VISITS ROCKWELL FIELD

On Saturday, May 19th, the U.S. Army Transport "Grant", bringing Secretary of War John W. Weeks and Congressional party, arrived at the Broadway pier. Again San Diego put out its glad hand to welcome the visitors from Washington, and right here it might be stated that if the continual flood of notables keeps making San Diego their port of call, the city will have to call another special bond election to raise money for a new "Welcome to our City" flag, as the one now in use has been hauled up and down so much this winter and spring that it is almost ready for survey as "Worn out through fair wear and tear in the Service." A great crowd was on hand to greet the party and upon the docking of the big vessel the committee headed by Major H.H. Arnold, the ranking Army Officer in this vicinity, took full charge and kept the Secretary and his party busy until their departure Sunday evening.

Admiral G.H. Burrage, Commander of the Destroyer Squadrons, Battle Fleet in this harbor issued orders for Squadron Twelve to send a battalion of three companies of Blue Jackets to meet the Secretary and party and act as guard of honor. Camp Hearn furnished a cavalry escort, which conducted the party through the business section of the city. After this review various committees took charge and sight-seeing trips were made to the various points of interest.

Sunday noon the Secretary of War was the honor guest at a luncheon given by the Officers of Rockwell Field, and a few members of the party took advantage of their visit here by taking a ride over the city. Congressmen Hull and Miller were taken aloft by Lt. Frank W. Seifert in a DeHaviland plane #63080, which is considered to be about the finest rebuilt airplane in the service. General Briant H. Wells also was given an airplane view of the city and surrounding country by Major S.W. FitzGerald, A.S. in a special remodeled DH plane, which he is taking to Kelly Field from here, and each party expressed his surprise as to the beauties of San Diego from the air.

MITCHEL FIELD CONDUCTS SUCCESSFUL RECRUITING CAMPAIGN ✓

With the utmost conservation of funds and personnel, Mitchel Field has accomplished the task of recruiting to full Air Service enlisted strength through the medium of advertising. Frequent mention of the post in the daily and weekly papers served to stimulate a healthy interest in the activities at the field, with the result that enough men apply throughout the Corps Area and at the station to fill all vacancies.

It is a noteworthy fact that the class of men being received are of a particularly good type. As a rule they come from the smaller towns and cities in New York and New Jersey, and they have been attracted to the Air Service through the opportunity offered to continue work on some subject in which they are interested, usually photography, radio or allied Air Service activities. Strict faith is kept with each man. He is given the work for which he is best fitted and the opportunity, through the Post School, to fit himself for something still better. Before enlistment no effort is made to minimize the amount of fatigue work that is necessary to maintain a post in presentable condition. That is the necessary overhead that must be borne by all men until they have demonstrated a particular fitness for some special duty. When a man enlists with the knowledge of the hardships as well as the advantages, he will make a better soldier. If he is not of the right stuff he will not enlist, which will be to the advantage of himself and to the service.

The proposition that the Air Service offers is attractive enough to maintain a full complement of satisfied enlisted men. It is only a matter of keeping the proposition before the public to cause every vacancy to be filled as soon as it occurs.

In the past year Mitchel Field has suffered from purchase discharges. This condition was not local, and is believed to be directly traceable to the business depression of 1920 and 1921, when thousands of boys enlisted after repeated failure to secure employment in civil life. With the return of prosperity in the fall of 1922, many of these men, having bridged the industrial gap, returned to civil life. The men who are now entering the service are doing so in preference to employment in civil life, and therefore as a whole they should make a desirable and contented type of soldier.

The Air Service is confronted with many problems, but recruiting suitable men should not be one of them. It will not be if sufficient publicity is given the activities of the Air Service stations.

LIEUT. MOSELEY TRAVELS EAST TO DELIVER GEN. PATRICK'S AIRPLANE

Lieut. Corliss C. Moseley, Air Service, left Rockwell Field on May 19th for Washington, D.C., piloting DeHaviland airplane No. 63786, the rebuilt ship which General Patrick selected for his use while making an inspection of the Rockwell Air Intermediate Depot.

Our Rockwell Field Correspondent hopes that "our Washington friends will give the plane a very careful inspection so as to acquaint themselves with the class of work that is being accomplished at this Depot."

This ship is now in one of the big hangars at Bolling Field. It is certainly a fine-looking plane and attracted considerable attention on the part of visitors who were at Bolling Field witnessing the aerial demonstrations during Shrine Convention week.

CAPT. RICKENBACKER LENDS ENCOURAGEMENT TO CROSS-COUNTRY FLIERS

From now on any traveler by airplane needs only to ask the first person he meets for the name of the nearest Rickenbacker Distributor, phone him, stating who and where he is, and a service car will be there as quickly as the intervening distance can be covered.

"Until such time as there is an air service station in every city and town, Rickenbacker Distributors will gladly render first aid and service to any cross country aviator", is the interesting and liberal announcement made recently by Captain E.V. Rickenbacker, the foremost American Ace, Vice President of the Automobile company which bears his name.

Among Rickenbacker distributors are several experienced air pilots and at the various service stations there are innumerable mechanics who from their war time experience are thoroughly conversant with airplane motors and competent to make any repair or replacement.

Rickenbacker Distributors all realize that the commercial airplane is coming, is almost here in fact, and that when it does come they will all be selling airplanes as well as automobiles. "This offer of first aid to any cross-country flier is merely one way of helping to hurry the era of more rapid, more efficient, and in my opinion, a safer mode of transportation", says Capt. Rickenbacker.

A list of addresses of Rickenbacker distributors shows 7 in Alabama, 32 in California, 4 in Colorado, 7 in Connecticut, 1 in Florida (Tampa), 28 in Illinois, 7 in Indiana, 4 in Kentucky, 4 in Oregon, 6 in Maine, 2 in Maryland, 23 in Massachusetts, 17 in Michigan, 11 in Minnesota, one in Missouri (St. Louis), one in Nevada (Reno), 3 in New Hampshire, 20 in New Jersey, 37 in New York, 2 in North Carolina, 16 in Ohio, 3 in Oklahoma, 39 in Pennsylvania, 3 in Rhode Island, one in Tennessee (Knoxville), 2 in Virginia, 3 in Washington, 12 in West Virginia, 10 in Wisconsin, one in Wyoming (Casper), and one each at Hamilton, Kitchener and Windsor, in the Province of Ontario, Canada.

NON STOP TRANSCONTINENTAL FLIERS TRAVEL EASTWARD

Lieuts. Oakley G. Kelly and John A. Macready, with Mechanic Clyde Reitz, left Rockwell Field in the T-2 at 8:45 a.m., May 25th, for Fort Bliss, Texas, and arrived at the latter place early in the afternoon, the flight being made in six

hours and 55 minutes. The pilots reported a very uneventful flight.

The usual enthusiastic crowd was on hand at Rockwell Field to wish them well, chief among those being Lieut. Macready's parents and his charming bride. Col. Roy C. Kirtland, former commanding officer of Rockwell Field, was also present. The day was all that could be desired as far as climatic conditions were concerned. Captain R.G. Ervin and Lieut. V. Hine escorted the T-2 in DH4B1's as far as Carisso Gorge.

Lieuts. Kelly and Macready were the recipients of many social affairs during their stay at San Diego. On the evening of their arrival at El Paso they were entertained at the Oasis Cafe in Juarez, Mexico. The following day they left for Kansas City.

At this writing the two famous fliers are in Washington for the purpose of exhibiting their wonder plane to the visitors attending the Shrine Convention.

STUDENTS GRADUATE FROM PRIMARY FLYING SCHOOL

The class attending the Primary Flying School at Brooks Field, San Antonio, Texas, finished their work on Saturday, May 19th, and the cadets moved to Kelly Field the following Monday to commence their advanced flying instruction. The student officers reported at Kelly Field the next day and were assigned to their quarters. All air work at Brooks Field is now reduced to a minimum, and every effort is now being made to get the airplanes and the post in condition for the class which will enter in September. At present as many men as possible are assigned to utilities to finish up the various construction projects to be done, and steps are being taken to open the Aero Repair shop for active work.

AMERICA'S FOREMOST "ACE" VISITS BROOKS FIELD

Captain Eddie Rickenbacker, the American Ace of Aces, visited Brooks Field recently and renewed acquaintances with several officers whom he knew previously. He made a short address to the officers and enlisted men of the field, telling them of things he had seen along Air Service lines during his recent trip to Europe.

MITCHEL FIELD FLYERS PARTICIPATE IN CONEY ISLAND CELEBRATION

Air Service pilots from Mitchel Field gave an interesting exhibition at Coney Island, N.Y., on May 19th in connection with a celebration held by the City of New York to mark the opening of a new boardwalk constructed at a cost of several million dollars. Twelve planes left the station at 3:30 p.m., taking off in two formations of five planes each under command of Major Junius W. Jones, Operations Officer, and accompanied by a photographic ship flown by 1st Lieut. Evers Abbey. The event had been widely heralded in the newspapers, with the result that the boardwalk was crowded with spectators.

The first event consisted of an aerial battle in squadron formation in which the 1st Squadron drove off the 5th Squadron. This was repeated with the order reversed. The planes then maneuvered in attack and battle formation, followed by a bombing formation in which all the planes flew in single file the length of the boardwalk. Lieut. E.H. Barksdale gave an exhibition of acrobatic flying while photographs of the crowd were made from the photographic ship which returned to the boardwalk later and distributed copies among the crowd. Some of these photographs have since appeared in the newspapers.

The part played by the U.S. Air Service in this civic celebration received very favorable mention.

NEW SE5's AT MITCHEL FIELD

Three SE5 ships, equipped with 180 h.p. Wright motors have been received at Mitchel Field, L.I., New York, and are now in course of being set up. These planes have aroused considerable enthusiasm among the pilots who lately have been flying DH's almost exclusively. It is believed that these fast, light maneuverable planes will be a valuable addition to the training equipment.

NOTES FROM AIR SERVICE FIELDS

Kelly Field, San Antonio, Texas, May 5, 1923.

A flight of the U.S. Marine Corps Air Service passed through here during the week with four Martin Bombers on journey from San Diego, Calif. to Washington, D.C. Considerable overhaul work was done to their planes at this Field, the mechanics working at night by flood light.

Two planes, piloted by Major Burwell and Lieut. Selzer, ferried and escorted Major General Helmick, Inspector General of the Army, from McAllen, Texas to Del Rio, Eagle Pass, Laredo, and Kelly Field. The trip lasted two days. General Helmick reviewed and inspected all units of this command on May 3rd. Forty-five planes participated in the aerial review.

The new searchlight, with 36" reflector, mounted on a Mack truck, has arrived and will be tested as a landing light within a few days.

The tests for determining the location and origin of wheat rust spores, made by Mr. E. H. Ostrom, Department of Agriculture, have been completed. Flights were made to Laredo, Del Rio, Eagle Pass and Dallas, also a number of local flights. The Attack Group furnished the planes and pilots for all these flights.

Captain Bubb and Lieut. Gates, who have been away for the last three weeks ferrying two members of The War Finance Corporation, are on their way home, having finished their mission at Washington, D. C.

The 22nd Photo Section is making mosaics for the Forts and Ports Project, and have turned 725 prints over to the Engineers on the Brownsville project. Experiments are still being conducted with the products of The Positype Corporation. A number of missions were carried out for General Helmick, Inspector General of the Army, consisting mostly of photographing troops on the march for the purpose of showing march discipline.

Lieuts. Mills and Parker and two civilian Mechanics, flying a Martin Bomber arrived here Sunday afternoon, May 6th, on a flight in connection with the Model Airways. They came from Wilbur Wright Field at Dayton, Ohio.

Two Martin Bombers for the 40th School Squadron arrived from Langley Field, piloted by Captain McDaniel, and Lieut. Fredericks and Lieuts. Andrews and Gaffney. The 40th now has four Martin Bombers. Officers are now on the way to bring some more.

Lieut. Strickland, with a mechanic, is on a cross-country to San Diego, and will return in about ten days. Capt. Lynd, who was on flying duty for two weeks with the Cavalry at Ft. Bliss, is now on a cross-country to Oregon, and will return by following the coast to San Diego.

The order from Office, Chief of Air Service, authorizing wives and mothers of flying personnel to fly, caused a number of the post ladies to take prompt advantage of it.

The Kelly Field Polo Team lost the final game of the flat event tournament of The Southwestern Polo Association (Score 3 to 9), thus losing the cup. The Kelly Field Polo Team regrets the loss of Lieut. Brophy, who has been ordered to foreign service.

The erection of a new Post Exchange building and recreation hall, now nearing completion, will greatly relieve the congested condition in the enlisted men's barracks, in addition to furnishing more room and facilities for the employment of idle hours.

Camp Nichols, Rizal, P. I., March 31, 1923.

The new swimming tank and board walk surrounding same, together with shower baths, is completed. All that is required now is an adequate amount of water to keep the tank filled. Arrangements are now being made to have the city water lines from Manila extended to this post and as soon as this is done, it is expected that the tank will be a source of much enjoyment to the members of this post during the long summer months.

A polo field has been staked out on the post and is being graded under the supervision of the Department Commander, who is a polo enthusiast. A 9-hole golf course is also being laid out on the field, under supervision of Lieut. Vanaman. With the completion of these projects Camp Nichols will be the center of much interest for both the civilian and military personnel living in Manila.

The pigeon loft has been removed from Paranaque Beach to Camp Nichols and the pigeons are now domiciled in their new home at the north end of the post.

The Air Service participated in two projects involving Artillery fire from the land batteries at Corregidor. Photographs of hits were obtained.

Camp Nichols, Rizal, P.I., April 7, 1923.

Major B.G. Weir, who arrived at this post with his family on April 7th, is the new Commanding Officer of the 4th Composite Group and of Camp Nichols.

Miss Dorothy Campbell, of Kansas, the house guest of Captain and Mrs. T.J. Hanley, Jr., for the past several months, left for the States on the "Thomas", sailing April 6th. Lieut. C.C. Nutt entertained for fourteen guests at the Army and Navy Club on Thursday evening, honoring Miss Campbell.

Lieut. and Mrs. Willis R. Taylor gave up their quarters on the post and are now living at the Valhalla Hotel.

Lieuts. E.E. Aldrin and C. Bettis write from Peking, China, that they are enjoying their two months' leave and detached service in the Far East, and have incidentally asked the Commanding Officer to approve an extension of their leave.

Mr. and Mrs. T. Graham, of San Francisco, were visitors at the home of Captain and Mrs. Frederick R. Lafferty during the past week.

Lieut. and Mrs. Laughinghouse, of Kindley Field, were the week-end guests of Captain and Mrs. F. I. Eglin.

Captain and Mrs. W.G. Brey and daughter, of Fort Mills, spent several days during the week as house guests of Captain and Mrs. F.I. Eglin.

Lieut. and Mrs. John Y. York returned from one month's detached service at Camp John Hay.

Lieut. F. E. White, a patient at Sternberg General Hospital, for the past month, suffering from a broken collar bone, applied for detached service at Camp John Hay.

Mr. M. A. Morgan of San Francisco, who is making a two months' stay at Manila, has interested himself in the Y.M.C.A. activities at this post and promises to develop the histrionic talents of some of our enlisted personnel, and will also endeavor to develop an orchestra at the post.

Lieut. E. R. McReynolds and crew of twenty-five men worked like trojans last Tuesday in trying to get one of the Insular Government seaplanes into the hangar at Paranaque Beach. The sand bar had formed over the marine railway which required removing. It was past midnight before the men, who had been working practically twelve hours in water breast high, had removed sufficient sand to enable the dolly to run out on the track and have the seaplane placed on its cradle and moved in.

Lieuts. Halverson and Weddington flew on a mission to Baguio to photograph that place and the far famed Benguet Trail.

Lieuts. W.J. McKiernan and L.E. McGraw, of Kindley Field, were visitors at the post during the week.

Rockwell Air Intermediate Depot, Coronado, Calif., May 11, 1923.

Lieuts. Oakley G. Kelly and John A. Macready landed here Thursday, May 3rd, at 12-26-56-2/5 P.M. amid the roar of factory whistles and were greeted by a large crowd of enthusiastic citizens with a demonstration equal to the arrival of a king or potentate. It was a difficult task for the guards around the landing field to keep the eager visitors off the course, so that the big T-2 could land without mishap, but with skillful work on the part of Lieut. Macready at the controls, and the efficient handling of the guard by the officers of the Field the big ship came to a stand-still 26 hours and 50 minutes and 38 seconds from the time it took off at Hazelhurst Field, Long Island, breaking all records for cross-country flights.

The landing was made only a few yards from the point where Lieuts. Macready and Kelly started on their unsuccessful attempt to fly from Rockwell Field to New York on November 4th of last year. The two aviators were taken to the quarters of the Commanding Officer and after a bath and lunch, were examined by the Flight Surgeon, Captain Field, who pronounced their physical condition O.K. and none the worse for wear, after their hard grind across the United States. They then returned to the T-2 as fresh as though they had only been out for a joy jazz about the country. Lieut. Kelly remarked that it was his treat and many friends of the

two aviators were treated to a cup of hot coffee made in New York the morning before.

Congratulations were received during the afternoon from hundreds of friends and admirers of the noted airmen, including President Harding, General Pershing and General M. M. Patrick, Chief of Air Service. After giving detailed instructions concerning the parking of the big plane in the hangar, the aviators were whisked away in an automobile to San Diego, Lieut. Macready's home town, where a series of banquets, dinners and luncheons were awaiting them. Up to the date of this letter, one week since, they are still going strong and occupying the front pages of the local newspapers.

Every newspaper and organization, as well as the friends of Lieuts. Kelly and Macready, have been very free in voicing their thoughts regarding the report received here that the National Aeronautical Association could not recognize the nonstop distance flight, on account of a technicality, and have protested this decision vigorously.

Major George E. A. Reinburg, A.S., enroute to the Philippine Islands, is a visitor at Coronado and also a frequent visitor at the Field. Major Reinburg was among the early birds at Rockwell Field, where he now has a host of friends among the old timers, and they all join in wishing him a successful tour of duty in the tropics.

1st Lieut. Elmer E. Adler, A.S., Chief of the Cost Compilation Section, Fairfield, is on temporary duty here.

Lieut. Col. Harry Graham, Chief of the Material Disposal and Salvage Branch, Office of the Chief of Air Service, is here in connection with the Public Auction Sale of surplus supplies at the Rockwell Air Intermediate Depot. This sale is to be conducted under the management of M. Fox & Sons of Baltimore and New York, who have made very elaborate arrangements to dispose of a vast amount of surplus property here.

Lieuts. Macready and Kelly have received orders holding them here with the T-2 until after the visit of the Secretary of War, who will arrive in San Diego on or about May 24th. It is expected they will lead the squadron that will greet the Secretary upon his arrival.

McCook Field, Dayton, Ohio, May 17, 1923.

An impromptu dance was given by the officers of McCook Field on May 12th at the Post Auditorium. A surprisingly large crowd turned out for the short notice given, officers from Wilbur Wright Field being well represented as well as members of the East Oakwood Club of Dayton, Ohio, who were invited in return for their many hospitalities to the McCook Field officers.

Major F.H. Coleman, Supply Officer, Langley Field, arrived at McCook Field on May 13th on a cross-country flight from Langley. He spent the week-end with his family who are in Dayton, Ohio. Major Coleman was formerly stationed at McCook Field and his stay here was among old friends.

Major Ira Longanecker, A.S., of the Inspector General's Office, Washington, D. C., spent May 17, 18, and 19 at McCook Field in the performance of his annual inspection duties.

Lieut. George C. Kenny, Engineering representative at the Curtiss Co., Garden City, L.I., has received orders to report to the Commanding Officer of McCook Field, on or about June 30th, for active duty with the Engineering Division.

Lieuts. Milo McCune and M.S. Fairchild have been ordered to report for duty with the Engineering Division upon completion of their course in Production Overhaul of Service Equipment at Wilbur Wright Field. This course is supplementary to the Maintenance course they completed at the Air Service Engineering School, McCook Field, and has been of six weeks duration. Lieut. McCune's stay with the Division will be of short duration, however, for on July 14 he sails from San Francisco to the Philippines.

Major John F. Curry was granted leave for two months and sailed on May 15th for Europe. He will spend the entire time allotted in foreign travel.

Lieuts. C.B. Loeber, H.A. Sutton, J.A. Macready, and D.L. Bruner, student officers of the Air Service Engineering School, will be assigned to active duty with the Division upon completion of their present course of instruction on August 14th.

Brooks Field, San Antonio, Texas, May 24, 1923.

The whole post was thrown into mourning Saturday, May 19th, by the death of Cadet Robert E. McAdam and Private James S. Hall. McAdam was making his last training flight at this station, and was evidently making the turn into the field at Yturri when he spun in, the ship catching fire. Both men, however, were probably killed in the fall. This is also a blow to the hopes of the permanent personnel on duty at this school, as it was the first death due to flying, in the present class that is now graduated. Cadet Wick Chamlee died in the Station Hospital as a result of having been hit by a propeller, and was the only other casualty during the training of the present class. Funeral services for Cadet McAdam and Private Hall were held on Sunday. Cadet William H. McArthur accompanied the remains of Cadet McAdam to Montgomery, Alabama, and Private Harold E. Classen accompanied the remains of Private Hall to Bowling Green, Ohio. McAdam was a popular cadet, and did very well in his ground school and air training. He was rated above average in his class as far as his work was concerned.

With the graduation of the class the post seems deserted, especially with the exodus of officers on leave, on cross-country trips and bound for foreign service. Lieuts. McMullen and Breene, accompanied by Privates Annis and Barker, left for Rantoul, Ill., in order to take the two enlisted men to the Radio School, making the round trip with no trouble. Captains Rust and Sturken left for Dayton, Washington, and New York on a cross-country trip. Lieut. Haddon and Sergeant McGinley, with two DH's and two mechanics, are now at Lobo, Texas, installing a motor in the DH which Lieut. McCormick left there about a week ago when forced to land due to oil trouble and burnt bearings. Lieut. Breene had one of the most exciting cross-country trips known to the personnel of this field for many months, when he took one of the TA-3's to Big Wells, Texas, about 85 miles south of this station, on the road to Laredo. Three forced landings on the way there and three on the return trip furnished the thrills. He finally returned to the field O.K. after having changed a cylinder twice.

Foreign service orders were received for Captain Chas. E. Rust and Lieut. William W. Welsh to proceed by commercial liner from New Orleans to Panama. Lieut. Harlan W. Holden received orders to proceed to Camp Bragg, N.C., and left for that Station on May 11. His departure was greatly felt as he was very active in his work with the baseball team. Fortunately he was able to play in both of the games against Kelly Field, which resulted in an even break. Since his departure the baseball team has not done so well, as they have lost the only two games played since.

General Lewis, Commanding the 8th Corps Area, visited the field May 8th and found that the deficiencies he had noted in his earlier inspection had been properly taken care of. His inspection was ended by a review during which the Distinguished Service Medal was presented to Major Oscar Westover, for his work during the World War. This was the first time the troops here were called upon to act during such a ceremony, and a very creditable appearance was made. Captain Paul T. Bock commanded the troops, which were inspected by the General, and following his inspection, Major Westover and the colors were marched to a point about ten paces from and facing General Lewis. Lieut. Pardoe Martin then read the citation, whereupon General Lewis pinned the medal on Major Westover, addressing the troops for a few moments as he did so. Major Westover then took his stand with General Lewis and reviewed the troops.

Thursday evening, May 17th, the Officers' Club was the scene of the graduation ball which was preceded by a large dinner, at which General Lewis was the guest of honor. About 95 people attended the dinner, and about twice that number came for the dancing afterwards. The officers were especially glad to welcome General Nolan, the Commanding Officer of the 2nd Division, who with Mrs. Nolan, came for the dancing, which lasted until 1:00 o'clock. This was one of the most enjoyable parties held at this station since the arrival of the Heavier-than-Air troops.

A hard wind storm visited the post Saturday night, May 19th, and most of the garrison wondered whether or not the Lake Charles affair was to be repeated at this Station. However, all the roofs survived the big blow, although quite a few patches of roofing were missing in the morning. The only damage done was to the portion of the newly erected officers garage which blew down, pinning about four cars under it. Bent tops and a few broken motor meters were the only damage suffered by the cars of the various officers. Needless to say, the remaining garages are now being securely tied down.

Captain Fenters received orders to rejoin his old station at Camp Travis. Captain Boudinot received orders to join the 4th Cavalry and will probably be stationed at Fort Sam Houston. These officers both made many personal friends during their stay at this garrison and we are glad they are to remain in this vicinity. Captain Boudinot received two months' leave and immediately set out in his dashing Nash for California, accompanied by Mrs. Boudinot and a large amount of luggage.

Hdqs. 103d Division, Air Service, Colorado Springs, Colo., May 17, 1923.

The Executive Officer made a trip to Denver, Colorado, at his own expense on May 11th for the purpose of lending whatever assistance he could to the Adjutant General of the State at a meeting of reserve officers, commercial flyers and former Air Service officers and others interested in organizing the 45th Division Air Service, Colorado National Guard. The trip was made at the request of the Adjutant General of the State.

The flyers were enthusiastic over the prospect of a National Guard Squadron being organized in Denver and have set about to secure a field. The field under consideration is the Humphries Airplane Company's field listed in the "Notice to Aviators" for January 1, 1922 as the Curtiss Humphrys Field. It is proposed to buy the field or secure a long term lease. The present field is a forty acre tract, but an additional forty will probably be secured and possibly a larger tract. Another meeting will be held at an early date, and by June 30th the organization is expected to be complete.

A formal dinner and dance was held at the Broadmoor Hotel the evening of May 15th in celebration of the organization of the Colorado Springs Sector of the Association of the Army of the United States, which the Executive Officer, 103rd Division Air Service, Captain Pursley, has become active in organizing. Lieut.-Colonel K.C. Masteller, G.A.C., Acting Chief of Staff, 103rd Division, U.S.A. delivered the principal address of the evening. His subject was "Problems affecting National Defense". About eighty guests were present.

Clark Field, Pampanga, P.I., March 31, 1923.

Everyone is enjoying a brief respite from the daily routine of duty, in the nature of a holiday granted by the Commanding Officer, Camp Stotsenburg, and Saturday being Pay Day the entire personnel apparently is in a happy frame of mind.

1st Lieuts. E.C. Batten and John R. Drumm were granted thirty days' detached service with permission to travel in China, in accordance with recent instructions issued by Headquarters Philippine Department, which authorizes this service in order that Officers of the Command may take advantage of the opportunities to familiarize themselves with the Geography, inhabitants and local conditions of the Far East.

Lieut. Batten will travel via Commercial Liner and Lieut. Drumm will be the guest of Lieut. Miller, U.S.N., aboard the U.S.S. "Huron."

Aerial activities for the week were as follows: Nineteen flights of 12 hours and 50 minutes.

Lieut. F.M. Bartlett was appointed Operations Officer effective March 26th. A branch Philippine Air Depot was organized at this Station with 1st Lieut. John Beveridge in charge and 1st Lieut. H.G. Woodward attached.

The task of reorganizing from the Provisional to Orthodox organizations is progressing rapidly despite the long hours and many unexpected turns encountered.

Clark Field, Pampanga, P.I., April 7, 1923.

An intensive program of instruction has been inaugurated for all soldiers of this command, involving Field Service, Garrison duties, Military Discipline and Courtesy, Non-Commissioned Officers' Manual, Manual of Interior Guard Duty, Pistol Marksmanship, etc., etc. This will be accomplished on a fifty-fifty basis. Half of the command will be relieved from all squadron duties during the month of April and devote their whole attention to study and actual working out of problems that may arise. The need of such a course is quite evident, as the nature of Air Service duties frequently does not afford sufficient time or opportunity to efficiently train newly enlisted personnel. In addition to the above, one hour of infantry drill daily is engaged in by the entire command.

Subsequent to the reorganization of the Air Service at this Field, all property is being turned in to the Clark Field branch of the Philippine Air Depot, prior to re-issue to the orthodox Squadrons and Departments. This has also entailed a minimum of flying work, due to the fact that there are only three planes in the Engineering Department at this writing. A short flight (2 planes) was made to Bacolor, Pampanga, for the purpose of dropping programs on a Carnival Procession, and only such other cross-country as were necessary were engaged in during the week.

Of the 27 officers assigned to Clark Field, only eleven are present for duty. Some for the first time are seeing the Far East - Oldest China; others are experiencing the often repeated pleasure of a period of Detached Service in the mountain districts of Northern Luzon; and the remainder are on Special Duty at other stations. Consequently, things are rather quiet in this vicinity - now. But there is most always a calm before the storm. The Sparks will begin to fly soon.

Clark Field, Pampanga, P.I., April 14, 1923.

We hear the rustle of heavenly wings, and out of the starlit night a great white bird, carrying a precious human bundle, descends over Clark Field. In wide, graceful circles he descends, until hovering momentarily over a chosen home, he enters. In the wee hours of the morning we again see him, as he wings his way on silver pinions majestically upward into the divine solitude. Captain and Mrs. J. H. Houghton are now the happy parents of a beautiful new baby girl.

1st Lieut. Mark R. Woodward returned yesterday from a period of two months' Detached Service at Camp Nichols. Captain Ivan B. Snell and his bride returned from Camp John Hay Thursday.

Rumor has it that a flight is to be sent to the Island of Mindoro, on a mapping mission. A great deal of guessing has been going on as to the ones to be chosen. There are those, at Clark Field, who are always willing to undertake these interesting, if not hazardous duties, but disappointment is also in evidence, as rumor also says that the personnel of Camp Nichols is to furnish the detachment. We have been favored, in the past three years, with most of the pioneer aviation duty, due primarily to the necessity of employing all personnel at Camp Nichols in the erection of hangars and the establishment of a new flying field at that station. We will now share equally with them in the good times and hard work.

Scott Field, Belleville, Ill., May 31, 1923.

Lieuts. Kelly and Macready landed their famous T-2 at Scott Field shortly after noon on May 28th on their transcontinental flight to Washington from San Diego, Calif. The plane left Kansas City, Mo. at 10:28 a.m. and arrived at Scott Field at 1:50 p.m., leaving for McCook Field at 3:10 p.m., after taking on a supply of gasoline and oil.

A big reception awaited the transcontinental fliers at McCook Field.

Piloted by Lieut. W.C. Farnum, the dirigible AC-1 left Scott Field on May 28th on a cross-country flight to Chanute Field, Rantoul, Ill., and return. The crew consisted of Lieuts. E.L. Fernston, Geo. W. McEntire and H.M. Greenfield (engineer). The ship carried three students for the Radio School at Chanute Field as passengers. The dirigible arrived at its destination at 12:45 p.m., after a trip of four hours. It left at 2:15 on the return trip, with three graduates of the Radio Mechanics School as passengers. The ship played tag with the storms on the homeward journey but was fortunate in avoiding all the bad weather. Traveling at an average speed of 45 1/2 miles per hour it arrived at Scott Field at 5:30 o'clock.

A DH4B airplane, enroute from New York City to Brooks Field, San Antonio, Texas, arrived at Scott Field late Monday afternoon, May 28th. The plane was in charge of Capt. Hal Stuncken, Commandant of the Flying School at Brooks Field, and carried Capt. C. Rust of San Antonio as passenger. Leaving New York on May 22nd, the plane made stops at Bolling Field, D.C., Gallipolis, Ohio, Charleston, West Va. and McCook Field, Dayton, Ohio. After starting in the direction of Scott Field in order to meet Lieuts. Kelly and Macready, they were forced to land at Midland,

Indiana, on account of a broken valve spring. On the trip from Scott Field to Brooks Field the plane was scheduled to make one more stop at Muskogee, Okla.

The dirigible TC-1 made a cross-country training flight to Cape Girardeau, Mo. on May 29th, and on the return trip was kept busy dodging wind and thunder storms, no less than five storm areas being avoided. Leaving Scott Field at 11:15 a.m., the ship arrived at Cape Girardeau at 1:30 p.m. After circling the city three times and flying up and down the river several times, the homeward trip was started at an altitude of 1,000 feet. It was on this leg of the trip that the storm areas were seen and avoided. Lieut. Clyde A. Kuntz was the pilot in charge of the ship, and he carried as passengers Capts. F.L. Stone, W.B. Mayer, Lieut. E.J. Bowling, Cadet J.J. Anderson, and Sgt. Barnes.

Ed. Note: The TC-1, it seems, tempted fate too often and unfortunately fell a victim to "Old Boreas" late in the afternoon of June 6th while moored at Wilbur Wright Field. A severe electrical storm suddenly arose and the wind swung the ship around, causing it to come in contact with a steel post. An explosion occurred and the ship was destroyed by fire. Sgt. Harry Barnes of Scott Field and Mr. A.C. Maranville, a representative of the Goodyear Rubber Co. which built the ship, were injured when they jumped to the ground after the big bag caught on fire. One of the theories advanced as to the cause of the explosion is that the ship being highly charged with electricity and moored to a steel mast, the contact with the other steel mast caused the explosion.

An extraordinary film on the growth and manufacture of rope was shown at the Balloon and Airship School on May 21st.

Mr. H.L. Billingham of the Columbia Rope Co., Auburn, N.Y., delivered a talk on the production, growth and care of all kinds of cordage. In the afternoon the talk was delivered to the Officers at the school and a night demonstration took place in the Athletic hall, giving the men one of the most instructive demonstrations and exhibits on cordage that has ever taken place at this field.

The films were extraordinarily clear and showed hemp and manila at its very earliest stage until it was loaded for transportation. Mr. Billingham described how the material is handled and how it should be cared for. It would be impossible to tell of all the good points which were brought out in this lecture and the films which were loaned to the school by the Columbia Rope Company.

Plans were completed for the visit of the members of the Reserve Officers' Association, Saint Clair Chapter, who, with their families and friends are to meet at Scott Field on June 8th, and look over the activities of the flying field. A definite program for the day has been arranged.

A special invitation has been extended to all Reserve Officers to attend, as it is contemplated to mature plans for the completion of the organization of the Reserve Officers Association to which every Reserve Officer should obviously belong.

Lieuts. C.M. Brown and Charles R. Forrest ascended in a 19000 cu.ft. balloon at 3:00 A.M., May 16th. The night was exceedingly dark and when dawn came they found themselves 10 miles southeast of Scott Field and one mile east of New Memphis, Ill. They made a valve landing on the edge of a swamp and called to Scott Field for someone to come and bring them back. Cadets Folgesonger and Coover brought Lieut. Brown's machine out and the A-4 also came out and brought the aeronauts back to the field, landing at 10:30 A.M.

A free balloon of 35,000 cu.ft. capacity left Scott Field on a night flight at 2:30 A.M., May 16th, flew at 1000 ft. altitude until daybreak, and then flew at 500 ft. altitude until 7:30 A.M., when a landing was made at Benton, Ill. They left again at 9:30 A.M., and flew until 4:30 P.M., when a landing was made at McLeansboro, Ill.

During the day all the ballast in the basket had been expended and the drag rope was used during most of the afternoon to keep the balloon in the air. The balloon and the equipment were shipped to Scott Field from McLeansboro by rail. The crew returned by train.

The crew of the balloon consisted of: Lieut. Wm. Flood, Cadets J.S. Wolf, S.B. Edwards, J.K. Coughlan and Roland Kieburts.

Two large Martin Bombers enroute from Keyport, N.J. to Kelly Field, San Antonio, Texas, landed at Scott Field Monday, May 21st. The Bombers left the Aero Marine factory, Keyport, N.J., May 11th, stopped at Mitchel Field for one week, left there May 18th, stopping at Bolling Field, D.C., Langin Field, Moundsville, W. Va., McCook Field, Dayton, Ohio, Chanute Field, Rantoul, Ill., and arrived at Scott Field at 5:30 P.M., May 21st.

The ships left here at noon, May 22nd, for Kelly Field, via Muskogee, Okla. The crew of the Bombers were: Lieuts. L.A. Smith, U.R. Peck, G.E. Rice, George Beverly and two Mechanics.

Considerable fire equipment has been installed in the hangar in conspicuous places so that in case of fire there could be quick action had with fire fighting apparatus.

During the past week the Post Engineering Dept. inflated several free balloons with hydrogen gas. One each of 19,000, 35,000 and two of 12,000 cu.ft. capacity. These balloons were used by the Balloon and Airship School for the training of free balloon pilots. Four more free balloons are being inflated for the school for student training flights to take place in the near future.

First Lieuts. R.G. Breene and Clemmons McMullen, of Brooks Field, San Antonio, Texas, arrived at Scott Field at 2:00 P.M., Thursday, May 17th, in two DH-4B airplanes enroute from Brooks Field to Chamute Field, Rantoul, Ill., a distance of about 870 miles.

Lieut. G.J. Bushey reported to Scott Field from Brooks Field, San Antonio, Texas, and relieved Lieut. W.H. Garthy as Post Exchange Officer.

France Field, Panama Canal Zone, April 14, 1923.

To show how we (meaning the Air Service) stand in the estimation of the Powers That Be down here, the Department Adjutant, upon receipt of the A.S. News Letter containing the article "The Rejuvenation of France Field", sent it to "The Panama Patrol", a service man's paper on the Zone, with the request that the editor reprint the article verbatim as a news item concerning the post. This was accordingly done, and the article forms an interesting section of that week's issue of the Patrol. Would that more accounts of aeronautical endeavor and accomplishment were published in the papers directly from News Letter items rather than from the accounts of those reporters who turn "Jennies" into scout machines and have a glide turned into a "vulplane."

Captain H.W. Flickinger and Lieut. Odas Moon are ducking from under at the start of the rainy season and taking their leave in the States.

For the next few weeks the instructor will be advising his pupils in the Bombing course that "its perfectly safe," while he demonstrates how a bomb is fused, safetied and defused. After that comes the gunnery course, and woe betide the luckless shark seen swimming near the target out in the bay.

Nothing furnishes us more excitement than the cross-country training flights to David on the week-end. Early Friday morning two Martins, loaded to the gills, took the air, followed soon after by a flight of four DeH's. Cloudy weather made compass flying necessary, which proved good practice on the flight of over 2½ hours. Landing at David the party stretched out their legs and preparations for spending the week-end were begun. We were taken up into the famous Boquete valley in a special train, putting up at the town of that name. The party of eighteen divided up among the two hotels there. Saturday and Sunday everyone was busily engaged, either digging in the ancient Indian graves which dot the vicinity searching for samples of ancient pottery buried with their former occupants, hunting wild pigeons, buying up tomatoes at scandalously low prices, ditto oranges and chickens, shooting at wild boars, enjoying the mountain air or remarking "This is the life".

Early Monday morning (far too early some of them maintained) they were all aboard the special running down the narrow gauge tracks to David. On arrival there all fell to work loading up the planes with the spoils of the Boquete valley, cleaning the distributor heads, replacing the inevitable flat tire and getting off. The rest of the trip home was uneventful, a stop being made at Aquadulce for a reserve of gas. Guests of the Air Service on the trip were Col. Harris, the Department Inspector; Lt. Col. Brown, Department Judge Advocate; Lt. Cmdr. Wood of the Naval Air Station near here; and our old friend Major Prescott of the Republic of Panama's telegraph system. Everyone vowed that they had a grand time and, as usual, craved more.

Wednesday, the 10th, was the Organization Day picnic of the 7th Squadron. Although organized March 10, 1917, the maneuvers made it necessary to defer the picnic until a month later. At noon the festivities began. Capt. Quinn, Squadron

Commander, spoke about the Organization Day; followed by the Commanding Officer, who painted the future of the Air Service at France Field and on the Zone. When the 7th holds their outing next year it is entirely probable that the size of the Field will be almost doubled. Only one of the charter members of the squadron was present that day - Staff Sergeant Norman Walling, who came down in 1917 with the outfit from San Diego. Lines were formed to the right, each one present arming themselves with a scoop of suds and descending hungrily upon the chow. That afternoon progressed in a happy carefree manner. Master Sergeant Hawley and Private Leatherman demonstrated their uncanny ability at pitching horseshoes, while among the officers Lieut. Morgan displayed unusual talent at this outdoor sport. After a supper of pig-knuckles and the last of the eight kegs of bliss the party broke up, voted by all present a complete success.

Hqrs. Division Air Service, Ft. Bliss, Texas, May 19, 1923.

Captain Boggs, O.R.C., flew to the field from Pecos, Texas, Wednesday. The plane is a standard Bristol, remodeled to carry four passengers. Mr. Allinio, the designer, was the passenger on the flight.

Lieut. Earl E. Evans, O.R.C., piloting a JN-6 owned by Mr. Bob Slaughter, was killed and his two passengers injured - one seriously - while flying from Roswell, New Mexico to El Paso. No details as to how the accident occurred are known.

Planes from this squadron now make daily courier flights to the Dona Anna target range, carrying mail and papers to units of the First Cavalry Division firing there.

Hundreds of oblique and vertical photographs were made during the week of El Paso and vicinity, El Paso to Fort Quitman, Texas, and Fort Bayard, New Mexico.

Lieut. Morris was married Wednesday of last week and is now spending a forty-five day leave honeymooning.

Lieut. Evert departed on leave Friday. He will drive to Canada in his car accompanied by his wife and little daughter.

June 3rd, the entire Division Air Service will go on a tour of two weeks' field service to Ruidoso, New Mexico, carrying full field equipment, transportation, etc., and prepared to operate as a Squadron with a division. The Air Service/to make the march consist of the twelfth Observation Squadron, First Photo Section, and Thirty-second Air Intelligence Section. After camp is established at Ruidoso the ladies of the Air Service will spend ten days with the troops in the field. As good fishing is reported in the near vicinity of the proposed camp, part of the equipment carried will consist of fishing tackle.

136th Sqdn. (Obs.) Tenn. National Guard, Nashville, Tenn., May 8, 1923.

Exactly twenty-four hours after the arrival of the long overdue propellers we put all our planes in commission and two days later completed the first long cross-country formation trip the squadron has participated in, with the exception of the flight to camp last summer.

Our objective was Union City, Tennessee, where the squadron went to stimulate interest in the Guard and the Air Service. We were guests of the Chamber of Commerce, Lions Club and Captain Hunter Whitesell, 117th Infantry, T.N.G. On Saturday night a banquet followed by a dance was given in honor of the squadron, at which most of Union City's prominent citizens were present.

Sunday afternoon, before leaving, a flying circus was put on for the several thousand people who were present.

The average flying time each way was two hours and ten minutes, with a stop at Denver to service the planes. Squadron officers who made the trip were Major Bennett and Captain Gleaves, Captain Fox and Lieut. Rascoe, Lieuts. Blackard and Jetten, Lieuts. Seward and McEwen, and the instructor, Lieut. Melow, with Sergeant Boice.

Lieut. C.G. Percy returned from Brooks Field where he successfully completed his course of flying training and received his J.A.P. rating.

On April 27th it was found necessary to deliver a message to the Commanding Officer of Troop C, 6th Cavalry, en route from Chattanooga to Louisville via Nashville. The column was known to be between Manchester and Murfreesboro on the Dixie Highway. A squadron plane was sent out to locate them and deliver the message. The advance guard was sighted beyond Murfreesboro and the message bag was dropped about sixty feet from the head of the column. The Cavalry were quite surprised, as they were unaware of any Air Service activities in this locality.