



Plane News.



PASSED BY CENSOR

Air Service Paper
of the A. E. F.

Vol. II, No. 7

On Active Service, France, January 4, 1919

Price 25 Centimes

2nd A. I. C. HAS HUGE ADVANCE IN YEAR'S TIME

Largest Observers' School in A. E. F. Done Invaluable Work

COL. FITZ GERALD C. O.

Thorough Course is Entirely Under American Control--Training For Pilots Continued

It has been said of Tours that it is to the A. E. F. what Washington is to the United States--a Capital. In this fine old city are located the numberless administration buildings of the American S. O. S. and likewise the Headquarters of our Air Service. While four kilometers from the beautiful city port which spans the winding River Loire is located the 2nd Aviation Instruction Center, the largest observers school of the American Forces.

When the Armistice was signed this center had grown to ten times its original size when operated by the French before the entry of the United States into the war. It has broken record after record in its whole hearted efforts toward the development of the Air Service.

Late in September, 1917, a detachment of forty-eight enlisted men, under 1st Lieut. Theodore Knight, now a Captain, arrived in Tours to study French air methods. Shortly after this date there arrived from Issoudun, one M. S. E. and ten sergeants of the 1st Aero Reserve Squadron, closely followed by 130 American cadet fliers to begin actual flying instruction.

Americans Take Control

It was on November 1, 1917, that the Tours Aviation Field was officially transferred from French control. This was, however, nothing more than a paper transaction, since the shortage of materials in France, as well as the extreme paucity of American Aero Squadrons, retarded progress greatly. Quarters were crowded, the mess left much to be desired. Quartermaster supplies were in a state far removed from to-day's abundance.

First Lieutenant Seth Low became the first Commanding Officer of the Post, with Lieut. Knight as Adjutant. Many enlisted men and cadets distinguished themselves by their performance in officers' positions; noteworthy among these were Wm. Royal and Wm. Ryan, who were later commissioned. A civilian, Mr. Peterson, was also detailed to important duties in administration, continuing his work to the present. In short order Major Dunsworth assumed command, followed by Major Christie.

The 2nd A. I. C. rapidly developed now. Building materials and motor transportation arrived. Sopwith planes were introduced. A Y. M. C. A. was erected. Squadrons appeared from the States. First to come, in the order named, were the 99th, 98th, 34th, 48th, and 16th. These were later followed by the 102nd, 1103rd, 120th, 184th, 266th, 469th, 492nd, 636th, 4th Co., A. S. M., 15th Co., A. S. M., and the 147th.

Colonel Fitz Gerald Develops School

For a short period in the Spring of 1918, Lieut.-Col. Rubottom came into command, with Lieut. Tierney as Adjutant. But on June 2, came Major S. W. Fitz Gerald, now a Lieut.-Col. The interior organization of some departments was at once subjected to rapid and radical changes in the development of coordination and direct responsibility. Col. Fitz Gerald had for his first adjutant Captain Harry B. Flounders, later 1st Lieut. A. B. Johnson, with 2nd Lieut. James Kimball as Asst. Adjutant.

(CONTINUED ON PAGE 6)

OUR CROSS OF GOLD



Fatherly spirit of our dead,
Once bathed in honor by the Marne,
Now clear above the black Argonne;
From whom staunch hearts have never fled,
Nor feared aught save thy loss--
The Cross, the Cross.

The most significant of all the decorations for the Christmas Holidays in the 3rd A. I. C., was the illuminated Cross on the water tower. This physical object called to the mind of every passer by the great idea of the Cross of our Lord and the real significance of

the Season of Birth. As it shone with a bright and cheery light through the wrack of a gloomy driving rain on Christmas eve, it was a beacon light to many a homesick soldier and brought to his mind the thought that after all it was the exaltation of the Cross of Christ that made our dear homeland so desirable and made life itself so precious, duty and hard service so easy to accomplish, and finally lighted the pathway of our future to a great and glorious eternity.

OUR AIRCRAFT FORCED ISSUE GENERAL PERSHING TELLS SEC. BAKER IN REPORT

In his customary crisp style, General Pershing, in his report to Secretary Baker relative to the work of the A. E. F., gives a wonderful insight into the operation of the Armies under his command and his keen appreciation of their work.

It is regrettable that space does not permit a complete re-print in these columns, but it is felt that the following quotation will be appreciated.

Referring to the second phase of the Meuse-Argonne offensive he states, "Our aircraft was increasing in skill and numbers and forcing the issue, and our infantry and artillery were improving with each new experience."

In summarizing the work of the various branches, the Air Service received the following commendation:

"Our aviators have no equals in daring or in fighting ability, and have left a record of courageous deeds that will ever remain a brilliant page in the annals of our Army."

The S. O. S. is given due credit in a manner that furnishes consolation to those who have applied themselves diligently in spite of the lack of front line excitement.

"Nothing that we have in France better reflects the efficiency and devotion to duty of Americans in general than the Service of Supplies, whose person-

nel is thoroughly imbued with a patriotic desire to do its full duty. They have at all times fully appreciated their responsibilities to the rest of the Army and the results produced have been most gratifying."

NO DELAY AT PORTS

Men who are here awaiting orders to proceed to a French post, homeward bound, will be interested in knowing that letters have been received from Angers stating that officers are being held there but three and four days before they are ordered to board a liner. One officer who left here December 30th, stated in a letter received January 2nd, that he was scheduled to sail the next day. Lieut.-Col. Hiram Bingham, former Commanding Officer at the 3rd A. I. C., was also due to sail at the same time. It is believed that the same conditions exist at the other ports of debarkation.

Contest In Full Swing

ELEVEN MORE DAYS before PLANE NEWS contest closes as announced last week. Let your ideas have play. Take advantage of your experience to make some cash. Subject, what you will, provided it pertains to aviation. Get busy before January 15th.

Many Advantages to Enlisted Men Willing To Lead Class Work

The Various Courses Are Ready for Action--Lieut Smart in Charge

In spite of the fact that homeward orders are continually breaking into the educational organization which is being built up, matters have developed to such a point that school is expected to begin on Monday afternoon next. This progress is almost entirely due to the immediate enthusiasm of the members of this Post in the project. It is estimated that thirty-five percent of the enlisted personnel propose to take one or more subjects. The various shop courses announced in the issue of December 14, are now ready for action, after considerable preparation.

An urgent appeal is made that all enlisted men of the Center who might be able to lead any of the shop or classroom courses report immediately to Lieut. S. C. Smart in his office in the Technical Library at any convenient time. Those accepted will be free from all squadron details and given as much freedom as is practicable. The casual officers originally accepted are being ordered to the States so quickly that their services are not possible.

The men who are to take any of this work are expected to be allowed off from routine duties, as well as those who attend the lecture courses supervised by Father Sullivan in his Chapel. The shop classes will be of two hours duration, while all other periods will be forty-five minutes. The mess halls of the main barracks division will be utilized for classes, and the halls of the Y.M.C.A. for lectures. School will run between 1:00 p. m. and 5:00 p. m.

The courses which have shown themselves the most popular in order are: Motors, Electrical work, Welding, Mechanical Drawing, French and Arithmetic, Common Law, Algebra and Vulcanizing. Other important classroom courses are: French History, South American History, Grammar, Civics, Chemistry, Physics and French. Current Events will be a feature, using for parallel reading the *Literary Digest* and the *London Times*.

U.S. Air Service Gives Liberally to Orphans

In his report to the Commanding General S. O. S., Major Phelps Newberry shows that 125,332.55 francs were subscribed to the Christmas Gift War Orphan's Fund by the members of the Air Service. The gifts are recorded as follows:

Third A. I. C.: 101st Aero Squadron 3,000 francs; 33rd, 31st, 149th 2,000; 37th, 257th, 641st 1,500; 158th, 173rd, 372nd, 374th, 640th, Lieut.-Col. Hiram Bingham, 1st Lieut. George Eypper, 2nd Lieut. R. N. Landreth, PLANE NEWS, 12th Co. 3rd R. A. S. M. 1,000; Intermediate Q. M. Depot No. 5, 26th Aero Squadron, 35th, 644th, 801st, 802nd, 43rd, 1st and 3rd Co.s 2nd R., A. S. M. 13th Co. 3rd R., A. S. M. 11th, 12th and 13th Co.s 4th R. A. S. M. 500. Headquarters Air Service, Tours, 5,792; Orly 6,500; Romorantin 25,500; 7th A. I. C., Aulnat, 3,000; Souge 5,000; Meucon, 4th Art. Aerial Observer's School 1,000; Cazaux, Air Service School of Fire, 1,650; St. Jean de Monts, Aerial Gunnery School, 20,082.50; St. Maixent 7,500; 8th A. I. C., Foggia, Italy, 500; Paris 6,443.50; 2nd A. I. C., Tours, 12,364.57.

The total amount appropriated by the 3rd A. I. C. was 30,000 francs.

Correction

PLANE NEWS takes pleasure in stating that, whereas the Holiday Edition gave the amount contributed by our Red Cross workers, for Xmas gifts as 600 francs, the actual sum was 600 dollars.

A BARRACKS FLYING THAT AIDS PILOTS

Lieut. Joyce, Airdrome Expert Debates Off Disputed Point

WIND EFFECTS TOLD

Stability and Handling of Airplane Under Varying Conditions Discussed and Illustrated

Ever since the beginning of Issoudun flying field, even as far back as the first flights of Wilbur Wright, the question as to whether wind has any effect on the stability of a plane, has come up from time to time, and has been argued both pro and con by experienced and inexperienced pilots.

In this article an endeavor will be made to explain both sides of this question and in a manner to prove that both theories are correct. It is hoped that the varied theories of the reader will coincide with at least one of these views.

The theoretical side is easily proven by a diagram and can be checked by actually taking a plane up and observing its performance under similar conditions.

The practical arguments are brought about by a psychological effect that the average pilot does not take into consideration, that is the difference in motion relative to the wind and that with the ground.

The action of a plane under varying conditions can best be described with the aid of a diagram as shown below, and the paths of flight designated are relative to the ground, as we cannot disregard the effect of mother earth. Some pilots have tried, but none seem to get away successfully.

To proceed to the problem. Assume a condition where there is no wind and the pilot is traveling on the line A C in a northerly direction at a speed represented graphically by BC in a unit of time and wishes to land along the line K M. With the required amount of bank and rudder the plane will describe a semi-circle CK and be headed towards M ready to land.

Now consider a wind blowing in a northerly direction equal to the velocity

(CONTINUED ON PAGE 6)

Souvenir Hunter's Attention!

Owing to the unusual demand for the Holiday Edition of PLANE NEWS it has been decided to publish on or about Jan. 20th, a 12 page Souvenir Edition, featuring all Air Service including a colored section, rotogravure section illustrating points of interest about various centers, a collection of cartoons, prize stories, typical aviation poems, and other material which will make this a worthy memento of your stay in the A. E. F. There will be plenty of Jazz.

Even though there was a record breaking run made for the Holiday Edition there were not enough papers for everyone. In order that there be no disappointments this time it is requested that each organization submit estimated requirements. Those who figure on leaving prior to January 20th can have copies forwarded home by leaving name and address, together with 50 centimes for each copy desired. One month subscriptions, are being accepted at 1.50 francs.

Plane News

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"All For One Aim—One Aim For All"

YANKEE SPIRIT

Our men fought with the dash of the French, the stubbornness of British and with an enthusiasm all their own!

—Raymond B. Fosdick.

MESSAGE OF THE NEW YEAR

NEW Year's Day has come again. A New Year which is fraught with so much meaning for the whole of the civilized world. A few weeks ago we were in the midst, so it seemed of a world of slaughter, and for all we knew we might be a long, long way from the end. But the bells of peace are ringing, the war is ended, and there remains but to complete the plans for a future era of lasting peace and begin the process of building up, to re-habilitate towns, villages, farms, to erase the marks of strife and blood lust, and to provide for the sufferers who have been made the victims of an insane desire for world power.

There are a thousand and one things to be done, but the main thought is to eradicate the marks of war and wipe away the tears of the sufferers. The New Year is usually associated with good resolutions, and this New Year's message for us is doubly more significant this most eventful of all years. It bids us to work in common cause with our Allies for the good of all humanity, for liberty, for right and justice, even as well as we have fought with them.

We are all expecting within a short time to return to our homes, to carry on in civil life our ordinary occupations, to resume our places in society that we left when we were needed to defend our country's liberty, her honor, yes, her very life. And in going back, let us do so with the same determination to be right, to uphold those ideals for which we have fought so successfully, right and justice, honor, liberty and the good of humanity. This means a lot; in our private dealings with our fellow man let us keep in view that we owe him justice for its own sake, honor the liberty which we have helped make possible, and see that in our own lives we do not trample on the rights of others. The ways these ideals are to be kept bright are legion and must be watched keenly, else one weak link may break the chain, for upon these ideals the whole fabric of American freedom is based, namely—right, justice, liberty and good of humanity. In our lives, there will come drab moments and we may feel that life is pretty tough after all, but let us remember that when we were doing our bit in the army of the European liberation, only about one year ago, when the Russian army went to pieces and it looked like we were in for a long tough grind, that we did not flinch. We just said, "All right, go ahead, there are lots more of us coming."

We just buckled down to it, and did we grumble? Well I guess not, and we did not hesitate either. At that time things looked pretty blue, too, with the prospect of us having to take all the load that Russia had been carrying and we put the job over, and put it over right, and our doughboys up on the line left an impression that will not be forgotten in a hurry.

There have been many things that did not suit our fastidious tastes in the army, so there will be when we get home, but let us take them as we did in the army—grin and bear it—for it was not so bad after all. Our New Year's resolutions this year, of all years, we should make a great determination to keep, for there is a lot that will depend upon how things pan out when we try to adjust ourselves to peace times. Those at home are going to expect much of us, and as we have set the pace by doing much over here. Let us keep up the reputation.

UNOFFICIAL, UNDESIRE PROPAGANDA

NEVER upon any subject has there been so much loose discussion, explanation and aviation prophesy as has existed in the daily and fictional press of the United States. For some time this verbosity from unfamiliar, as well as experienced, minds served only to alleviate the intense, natural curiosity and interest of the American people. It cannot be denied that members of the aviation circle, local and foreign, encouraged at one time publicity.

Today there is no more bitter enemy to this propaganda than the seasoned pilot, civilian or military. First, because the information spread broadcast was with ever increasing frequency utterly unreliable; the knowledge of the uninitiated as gained from numberless popular articles would have been humorous, had not events soon made it calamitous. Second, the country and especially other branches of the service came to expect results far exceeding human capacity in the time at hand.

It was inevitable that many should think that members of the Air Service as well as official channels were responsible for the untoward notoriety; such has been in fact the farthest from being the case. Unavoidable doubts arose—it is only a great compliment to the American public that it has held faith so unwaveringly in spite of the bosh with which it has been fed. The Air Service has accomplished more than might have been humanly expected of it—official records are its vindication. While parasites have loosed their tongues, organization has acted,

WHO'S WHO AT THE THIRD A. I. C.



CAPT. LESTER E. CUMMINGS.

"Judge" Cummings this week is now on his second term as Adjutant, in addition to his multifarious other duties. Friend of one, friend of all, ever willing to give counsel and advice to the uninitiated as to the deeper side of military affairs, his services have been incalculable, both in this branch of the service and in the infantry.

Captain Cummings has a long military record, having served eleven and half years as an enlisted man and was commissioned as First Lieutenant Infantry, May 14, 1917, was promoted as Captain Infantry, August 15th, 1917, and transferred to Air Service April 8th, 1918. He acted as Adjutant for First Battalion, Second Regiment, A. S. M. In addition to his duties here with the Second Regiment A. S. M. he has acted as President of General Courts Martial, Special Courts Martial and Summary Court Officer and Dispatching Officer.

Previous to entering the Air Service he was at the First Reserve Officers Training Camp, Ft. Riley, Kansas and Second Reserve Officers Training Camp, Ft. Sheridan, Illinois.

A Flight At Dawn

At that one stage of dawn
When nature waits the morn,
The night wind dead,
The stars soon fled,
And bitterest cold begun
Its challenge of the sun;
When widens heaven's arc,
Yet leaves to us the dark—
The gaping hangars loose their
prisoned wings;
Each motor sings.

Across the field, crisp-white
Beneath its frost of night,
With speed
On speed:
A gale like driven rain
Soon sets the mind aflame,
Drab earth-drawn visions change
For those of boundless range;
And I wing on in full security,
A heart made free.

Above, a hand of light
Collects delinquent night
Into a cloud—
A lacy shroud
Of rare Valenciennes,
First pallid gray, and then
Fast swept with morning's brush
That gives an opal flush—
A jewelled coronet to grace who roam
Its eastern home.

While darkness flees below,
I mount the heightening glow
Of shadows won,
And greet the sun:
A shock of ripened grain,
As left upon some plain,
It reared its spreading head,
From which bright tapers fled
To kindle every unseen beacon light
That speeds the night.

As if my plane they knew
To be a day-star too,
A truant light
In idle flight,
These couriers of dawn
With burnished gold adorn.
Till soon I seek the earth
And laugh with conscious mirth
At cheating nature, as I watch ascend
The dawn again.

—J. H. S.

WHY MURDER THE BUGLER?

Last September a certain song was sung on a New York stage which seemed to please every soldier who heard it. It was sung in all the camps in and around New York; it traveled fast westward over the States to the various cantonments; it even defied the ubiquitous and stealthy sub and arrived safe and sound in the A. E. F. The chorus of this ditty runs something as follows:

*I am going to murder the bugler,
Some day you will find him dead:
I'll amputate his reveille
And step upon it heavily
And spend the rest of my life in bed.*

One would hardly expect to find a treatise on psychology coming from a Broadway stage; but it has just the same.

The idea of this chorus is the idea of many a soldier in the A. E. F.

We do not mean to say that the bugler who welcomes us every morning by his welcome and joyous tenor robusto is in a danger of bodily harm; but do say that many a lad and a man in uniform is eagerly looking forward to the time when he may get up, or not, just as he pleases.

Is that attitude of mind as complimentary to the military service as it should be? Is it as complimentary to our individual manhood as we should like it to be? Do we intend to receive no benefit at all from our training over here and in the States? In short, shall we take nothing home with us of real and permanent value?

Just now as there seems to be some idea of going home, all are going "hog wild, pig crazy and goose foolish" over the idea of souvenirs. Some want German helmets, some want pieces of air planes which have been in action, some want buttons from German uniforms, some even want a sub to wear as a watch fob. Suppose we wait. Some enterprising American firm will be manufacturing German souvenirs in carload lots in less than a year. Let us save the worry of carrying them over.

Yet we can take back with us something that will have more real commercial value than any German souvenir, even though we were fortunate enough to carry back an entire museum. That is the military ideas and training which we have enjoyed in the army and in the A. E. F. How many of us will, when we are mustered out, so far as we are personally concerned, simply murder the bugler and spend the rest of our lives in bed. Let us hope that the number will be small indeed.

It matters not whether we are in favor of universal military training or not; big business has gone on record as in favor of the one hundred per cent efficiency test. It is mere foolishness for us to believe that a great practical nation like the United States will send to the scrap pile all the great ideas of this war. With our national ideas of employing everything that is good, we may be assured that the commercial world has learned many lessons from this war which they will retain and continue in their various programs.

There is a bright and glowing future in the U. S. for all the soldiers who retain their soldierly qualities. Inefficiency and mere sloth will no longer be tolerated. The phrase "get by" will be deeply buried in an unmarked grave and without military honors. The phrase that will succeed it will be some-

thing like "get up and get busy." The men who carry back to the States with them the greatest amount of souvenirs of the correct kind will be the men who will move forward and they will be the captains of industry and business in a few years.

No one will deny the fact that it is much more pleasant to lie in bed on a morning and get up when you please and do just what you please; but what has such a course of life to expect or to hope for.

The men who go back from the A. E. F. with a determination that "from now on a bugler is not necessary" that, as for them, they will be "the guy who wakes the bugler," and that they will do each piece of work as if they were expecting a military inspector, will be the men who will take back the souvenirs which are worth while.

A certain soldier who thought that he had seen enough of the war said: "Now when I return home I shall call my little boy to me and say 'look here, son, show me your school books,' and if that boy has a geography which has a map of Europe in it I shall throw the book into the fire, beat him half to death and take him out of school."

There is no need to deny facts. We shall return to the U. S. to enter into a strenuous life, where the race will be to the swift and the battle to the strong. Therefore let us urge the bugler to sound his clarion call to duty just a wee bit earlier, and make of our own honest minds a severe inspector of our work, our exercise, our health, our recreations, our morals and our mental development. Then shall we see ourselves move forward and our beloved country become the greatest country on this globe.

Distinguished Service Cross Awarded to Captain

For bravery in action far back of the German lines, near the Luneville sector, last June, when attacked by largely superior enemy forces, all of whom were downed or driven off, Capt. Edwin N. Rucker was presented with the Distinguished Service Cross on the morning of December 29th at this Center.

The formal ceremony scheduled for the bestowal of the Cross was necessarily foregone, in view of exceedingly bad weather conditions at the time originally planned, and the immediate departure of the captain for a base port, where he will embark for the U. S.

There follows the citation awarding the cross to Capt. Rucker:

"First Lieut. Edward W. Rucker, A. S. S. C., 27th Aero Squadron, No. 348.

"For extraordinary heroism in action near Luneville, France, 13 June, 1918. Outnumbered and handicapped by his presence far behind the German lines, he and three flying companions fought brilliantly a large group of enemy planes, bringing down or putting to flight all in the attacking party, while performing an important mission. Next of kin: N. W. Rucker (father), Fayette, Mo."

From Frying Pan To Fire

A New York headline reaching France says: "Thousands of jobs awaiting returning warriors." Simultaneously recruiting for the Army of Occupation went up.

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AN AMERICAN BANK WITH AMERICAN METHODS

Field Nine, Transition Stage for Pursuit Pilots, About to Close

After Seven Months Turbulent History 18-Meter Field Concludes Valuable Service--Marked by Initiative and Difficulties--Humorous and Tragic Story of a Wind Storm

Early in May 1918, Captain Harry S. Gwynne, Commanding Officer of Field 4, became convinced that the safety of students training on 18-meter Nieuports demanded a bigger flying field.

Inspired by the sincerity of this conviction, Capt. Gwynne invited the attention of Major Spatz, Commanding Officer of the 3rd A. I. C., and Major Benedict, Officer in Charge of Training, to the defects of Field 4, asked for a new field, and got it.

Evidently with an eye toward the day when the ban should be lifted from contour flying, Adjutant Blumenthal, French O. I. C. Training at Field 4, and Capt. Gwynne picked out the present Field 9, with its low rolling hills and valleys that we have grown to know so well, and under the direction of Mr. Wilcox of the Engineering Department plans were immediately drawn up for the field practically as it stands today.

A few unused barracks were moved over from the main field and a well was started—but water seems to be as scarce at Field 9 as it is on a French dining table, because this hole in the ground that they have nick-named a well has been in the process of destruction ever since and is still as dry as the Mexican border or Chicago on a Sunday night. We asked Sergeant Senter exactly when the well was started, and he referred us to the two century-old ladies who tend the goat grass cutters on the landing field.

Only clean men are allowed on the field due to the absence of bathing facilities. But, the tale of the well follows through the entire life of the field and we're anticipating our story.

The construction of the new field was extremely slow, due to the lack of materials, and while the Engineering Department was crying for materials "tout de suite" to the obligato of the Supply Department's "tout a l'heure," accidents multiplied at Field 4 and its faults became more glaring.

Because of its close proximity to other fields, No. 4 was obviously "pas bonne" for beginners. Students in the incubative state were rattled by the ships from Fields 2, 3 and 5, which surrounded them, and they had to make very short turns to avoid flying over these other fields. Although all trees were cut down and every effort made to guard against accidents, many happened.

Record Change of Fields

Six men were killed in five days. The death of the sixth brought the decision to move at once without waiting for the completion of the new field.

This cadet's crash occurred at 11 a. m., May 23, 1918. Moving had begun by 1 p. m. of the same day—two hours time. We believe this quick decision and action is a most striking example of Capt. Gwynne's efficiency and his determination to make things as safe as possible for the student. We wish some such foresight might have saved Capt. Gwynne from the crash which killed him on June 9, 1918. So, on May 23, 1918 the colossal task of moving was started.

We remember during the gunnery course at the main field, we were taught many "Immediate Actions" for stoppages. If the Training Department, contemplates a course in field moving, we suggest that they can get invaluable "Immediate Actions" for stoppages from the original staff of Field 9 and the 33rd Aero Squadron.

Four barracks had already been built and two Bessoneau hangars had been hurriedly put up by the 642nd Aero Construction Squadron. So, as fast as the ships from each hangars started their migration, the 33rd took the hangar down and carted it to the new field to be immediately re-set. So quickly was this done that but few machines had an opportunity to spend a night out. Each machine of the 60 was piloted over by an instructor or student with the exception of three ships whose wings had been clipped. These were lead along behind the folded hangars who were

doubtless glad that only the lame birds could see their undignified voyage. As it is—hurt pride may have started a fall in their morale—which finally completely broke, as you will read later, on July 19th.

As soon as the hangars had been raised and their skirts modestly fastened down and before the 33rd had had hardly a chance to flirt with their new bunks, training resumed its normal course. Students latched from the 23-meter Single Control machines took their second step skyward.

A Transition Field

"Toward the end of the Summer students with so many various types of training came to Issoudun that somewhere they had to be brought to a standard, and so on Field 9 that which a man lacked in previous training was filled in. Some men flew as much as 30 hours on these machines while others finished the course in 2 hours."

Only the ships had had a home at field 4—the Staff and the 33rd as well as the students had all lived at the main field, so this move, to quote Lieut. Jack Layton, the only original instructor still here, "was like moving from the city to the country."

Inhibiting the suburban spirit, the outfit soon had a fine tennis court, a basketball court and a football field, while lawns were trimmed and flower beds planted. But what these new rustics gained in air space and home-likeness they lost in convenience. As the Italian said, "What I make on da peanut, I lose on da damn banan." The problem of bringing of from 80 to 90 students out each morning and back to the main camp was a colossus not really solved until about August 1st, when a permanent barracks for temporary flyers was erected.

Again we're getting ahead of our story, which, concerning the first month, is as hard to relate as the slow, exhausting work of whipping the camp into shape was hard to do. First, there was the fight for materials, then the work on the permanent hangars was retarded due to various obstacles. And as ever, there was the still dry and sickly well and the necessity of hauling water from Issoudun. But the ships were new and the men enthusiastic. Lieut. Cone had succeeded Captain Gwynne as C. O., Lieut. Oliver had come to the field as Adjutant, and Lieut. Carley had taken the place made vacant by Cannon's exit for the Front. These men had just got things running smoothly when an ill wind set them back at least a month.

We just asked Lieutenants Layton and MaDan if they witnessed the big storm. "Yes, sir," said Lieut. MaDan, "I was in the office watching hangars go by the window, and Lieut. Layton was out sitting on the tail of a machine."

The July Storm

Speaking of the storm, Lieut. Layton says: "After an uneventful day (July 19th), marked only by much work in lacheing "beaucoup" students, low hanging clouds were seen to appear in the western sky about 7 p. m., followed by a stiff wind from same direction, which naturally brought said clouds over our clear sky in a hurry. As we had but a few students left, we thought we would have plenty of time to finish said students that night before the storm broke. But fate was against us, and it was while the last student was on his last hop that the force of the storm was upon us. I had one ship left on the field and not wishing to leave it there over night, had started to fly it in. I did manage to get around the field and into the wind for a landing, but found that the wind was too strong. Only after opening motor to its fullest extent and nosing over plane, at perilous angle, could any headway be made.

"While coming in over hangars, I could see one hangar lifted up as if one of big Bertha's shells had it. After I had reached the ground (after breaking a wing and blowing a shoe), I looked back and could see, one hangar after another,

in huge piles and heaps, machines piled one over another, altogether a huge heap of wreckage just at the time they were most needed.

"Naturally, it set us back. And although we did not have sufficient machines, we were able to keep up with our schedule until the machines were repaired and conditions were back to normal, which took from two to four weeks.

"Such a storm. It seemed as though the whole world had come to an end. Major Benedict, who visited the field the same night, ordered work on the permanent hangars rushed so as to provide hangar room for machines—in the meantime it was necessary to leave machines out-of-doors to 'face the elements'.

"Fifty-six ships had been damaged, of which eight were total wrecks. Three hangars were blown down and roofs were torn off of two others. The effect on the ships was curious. In one place there were two piles of wreckage including ten or twelve ships and on top of each pile was a practically o. k. ship on its back. In one of the hangars, which was closed up, only one ship was touched, and it was turned up on its nose and had its tail broken in half."

New Squadrons Arrive

To add to the difficulties new squadrons started dropping in on the camp for week-end and mid-week visits. The job of keeping work at flying speed with different men in the hangars every day fell to Lieutenant Oliver, and he deserved much credit, especially as the men knew they were at field 9 only temporarily.

But speaking of the storm—its an ill wind that blows nobody good." Furniture had been very scarce in quarters, in the office and especially in the mess hall, due to the difficulty of getting even small quantities of wood. So the broken skeletons of the wrecked hangars came to the aid of the new homesteaders and were Sheridan alive, we believe he would have blushed with jealousy at the new creations in furniture which did credit to their designer, Lieutenant Koyle, and their builder, Private Gustafson.

All this brings us to the completion of the first set of four permanent hangars, which greatly simplified matters. The students were permanently quartered, doing away with the difficult transportation problem and the transient squadron season was over.

With tears in his eyes, Sergeant Sims tells this about one of Major Davis' disciplinary actions. Major Davis was a firm believer of calisthenics, and Sgt. Sims was very fond of a certain little dog—and thereby hangs a tale.

Three student officers missed calisthenics one morning and were sent to Maj. Davis who made them walk post for two solid hours. One of the students had a dashing black mustache which Sims disliked but which appealed so strongly to the little dog that it followed him throughout the entire two hours. It took several days for Sims to become convinced that the little dog wasn't going to die of exhaustion. Sims said it wasn't his little dog, but that he did feel sorry for the "little devil."

Since the opening of field 9 fatal wrecks had been so few that we can afford to look at the humorous side of near-catastrophes.

Humorous Accidents

Lieutenant MaDan, speaking of miracles on the flying field, speaks feelingly of one bird who took off the top of a tree on his "tour de piste" and dutifully brought it back to the "T", making a perfect landing.

Doc Vann tells of a flyer who villed 200 meters, struck a farm roller and landed still strapped to the seat, some 50 yards from the wreck and with only a scratch on his nose and a few blanks in his memory.

But speaking of ships madly careening around the field, Lieut. MaDan says: "Well, I came down and saw a guy whizzing around first to the right and

then to the left, kicking up dust, shooting off sparks and deviling around on the ground all over the field. Says I to myself says I, 'um-um—some student mad. I'll stick up here for a while'. When the mad ship finally wore itself out and taxied into the hangars, I came down. I started in to give the bird h—, when who should it be but old Dick Coleman, the tester. M. S. E. McArthur had suggested a wing skid to save scraped and broken wing tips, and Lieut. Coleman had been out testing them. These wing skids were curved hooks made of piping and fastened to each inferior wing to the base of the strut. There was some difference of opinion as to the value of these skids, but undoubtedly they did save wing tips."

Local Experiments

The field had done quite a bit of experimenting with a view toward bettering the 18-meter Nieuports and not the least was a cowl designed by Tester Lieut. Green who nursed sick ships after Lieut. Coleman left for the Front. One of the greatest faults with the 18s is the open, breezy cock pit. The machines were originally designed for D. C. ships and built in single blessedness. The cowl did away with the disconcerting cross currents and the too open feeling. In fact, No. 1316, the first ship so equipped was soon nick-named the "Limousine." We regret that the cessation of hostilities nipped this work in the bud.

Another child of McArthur's brain—therefore a field 9 creation—is a stream line strut, used almost universally on 18s.

On July 27th, the 257th Aero Squadron came to the field. They brought welcome assistance to the outfit and also mumps. But we were more interested in the assistance as the number of training planes had more than doubled. Sixty ships came over from field 4. When the 257th came to camp, there were over 120 training planes. Of course there had been other squadrons helping temporarily, but, as Sgt. Henderson says, "The biggest thing they did in the way of help was to help themselves to our tools."

Squadron Gives Banquet

One welcome interruption in the work a day life which grew monotonous for the men in the hangars was the Annual Banquet of the 33rd Aero Squadron on August 23rd. Although the banquet was set in one of the hangars, it was transformed into a place of joy, which even salt in the ice cream couldn't kill. The dinner was an epic, and right here, lest we forget, may we say, "God bless you" to our cooks.

On September 2nd, Major Davis left to seek adventures at the Front, and Major Walsh spent a few days at the field as Commanding Officer. The field was fortunate in having Brig.-General Walsh, the Major's father, as its guest during his stay.

There was a short period, maybe only hours, between the time Major Davis left and Major Walsh came, when the field was left defenseless. Taking advantage of this opportunity, field 5 unloaded on us cross-country for Chasse Pilots, adding this extra burden to the cross-country for Army Corps men which we had been running since June 13th. This made things especially hard for the Schulze-Molthan administration.

Captain Schulze took Major Walsh's place on September 13th and on the same date Lieutenant Molthan took charge of training. The Staff was sadly depleted along the last of September and early October. Influenza put Lts. Layton and Lowery out of the running for many weeks and Lts. Luthie, Hodge and Coleman went to the Front.

This left Lieutenant Molthan with the problem of building practically a new staff of instructors.

Instructors Come and Go

While instructors came and went or changed, two men stayed and are due much credit. They are, Sgt. Kelly and Corp. Joseph, and their work consisted of keeping track of the details on the field, which is some job when there are many ships in the air.

Field 9 by this time had established a "rep" for good eats and was put on the map by a blow below the belt. Col. Wilmer, Commanding Officer of the Medical Research Board, had luncheon with us one day. When he had finished he preceded to the kitchen and thanked the force for putting such good food fuel into the human machinery. He said that it was just as important as the job of putting good gas into the ships.

In early October Lieut. Oliver had been put in command of the 33rd and

Bourges Entertainment

"Old Man Gloom" meekly surrendered without a struggle Thursday evening of last week at the camp near Bourges, when the Avion Vaudeville Troupe put on an offensive that would make Chat-eau-Thierry look like a tea party. The Knights of Columbus, who do the entertaining at the Central Record's Office, engaged the Municipal Theater and arranged for the Avion entertainers to display their wares. An all-star bill of ten acts was intercepted by numbers by a seventy piece band, led by Captain Moulton, a delegation of Issoudun folks, headed by Lieutenant Fidelity, assisting in the deserved applause.

The program consisted of "Garrett, The Wizard Man," Jim Donlin, the 26th Jazz Band, Luke Annella, and the combined bands from the main field and field seven, with the Misses Chesmond and Blandick of the Overseas Theater League. The play-house was filled to capacity the audience consisting of American, French and English officers and civilians with a large representation of pretty girls from the W. A. A. C.

Lieutenant Brownlee, M. C., Joins Army of Occupation

First Lieutenant Chas. A. Brownlee, one of the three original members of the Staff of Officers of the Camp Hospital, left this Post on December 23rd for Navarre to be assigned for duty with the 19th Division. Lieut. Brownlee arrived in Issoudun in October, 1917, before the first flight was made from this field. His last assignment at this base hospital was in the chemical testing laboratory, where he rendered long and valuable assistance. It is expected that his division will shortly precede into Germany with the Army of Occupation.

later promoted to the rank of captain.

During October and November work on the field became more and more strenuous and intensified. Lieut.-Col. Bingham was determined to satisfy the demand for pilots. Lieut. Molthan demanded minimum efficiency from each ship, as well as from each student. Our slogan became: "No Idle Ship While There is a Student to Fly It", provided the student did not fly more than three or four hours a day, which we considered sufficient at this stage of the game.

Under the leadership of Lieut. Molthan the instruction staff bent every effort to eliminate waste time on the field, especially in changing pilots for the ships.

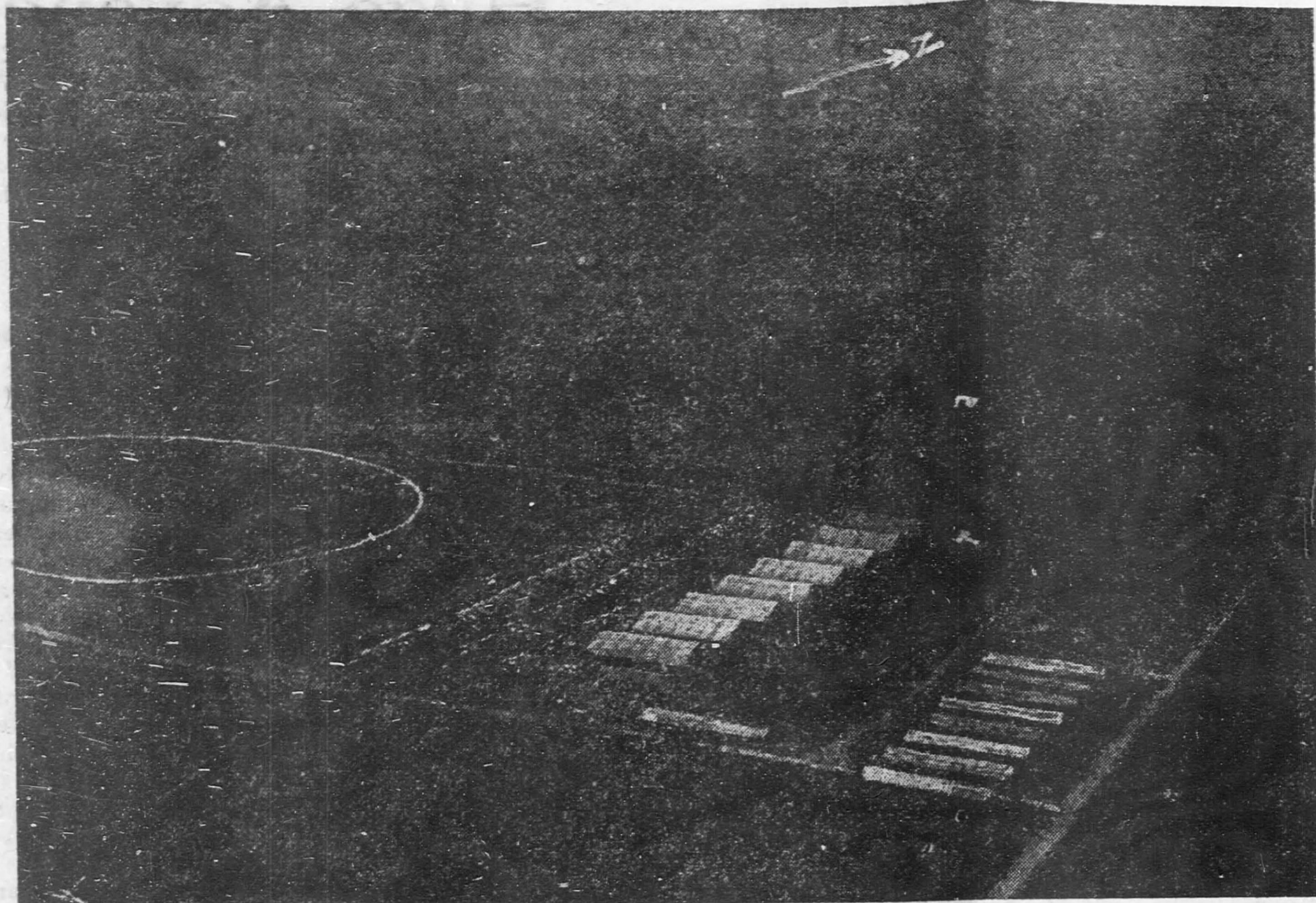
It was quite a problem, as were running several different courses at one time. There were Curtiss men with time running from 50 to 100 hours and over; Caudron men Farman men, Sopwith men, Farman-Nieuport and all Nieuport men, all requiring various amounts of time in the air. Because of this complicated work Lieut. Molthan and his staff on the field and Capt. Schulze and the engineering staff in the hangars deserve a lot of credit for the splendid records made in October.

On November 3rd Capt. Schulze was relieved from his duties as C. O. in order to continue his training for the front and Lieut. Molthan was assigned as C. O.

The final test of field 9 as a flying field, the test that reflected more credit than any other thing, not only on every man at the field from Capt. Oliver and Lieut. Molthan down, but also on every C. O. and man who helped to build it, came after the armistice was signed.

The night after the armistice was signed the officers and men were gathered together in the men's mess hall and were addressed by Lieut. Molthan. This speech of well-thought out and forcefully delivered common sense steered the field to a willing and active interpretation of the slogan "Business As Usual." This slogan was reproduced in many hangars, seriously and humorously. The work and attitude of the personnel of field 9 since November 11th proves beyond question the perfection of the human machine and the solidity with which it had been built. In face of the inevitable desire to let down, which followed the cessation of hostilities, the men "Carried On" with "Business As Usual"—yes, better than usual. Pride in accomplishment and the satisfaction of a good job well done are only found among the best type of Americans—the conclusion is obvious.

Aerial View of Field Nine With Ships Ready For Action



"NON FLYING AVIATOR" IS GIVEN MANY THRILLS BY NIGHT PILOT

Joy Ride Under Canopy of Darkness Furnished Novel Entertainment—Until Stunts Began

Having been given an invitation to do some sky-larking with one of our moon dodging Airnats, the writer hied himself over to the night flying field for his first hop of this kind, even though he has had considerable experience as a non-flying aviator. Without much ado I was ushered into the two seater night-flying freighter. After being cranked up, the machine taxied out into the broad beam of light which indicated the runway. Without any great sensation of movement a considerable altitude was gained. I soon realized that, with the cramped position and lack of opportunity of movement that I was getting cold, feeling a chilly sensation running up and down my legs as far as my knees anyway. No, it did not start up and down my backbone—not yet. However, thoughts of personal warmth were soon driven away by a sudden movement. The moon peeked between the upper and lower planes, staring with that "now I have got you" attitude—then swish and darkness. The pilot evidently thinking I wanted another look at the moon continued the program and gave me further opportunity to study astromomy. He was so thoughtful. He kept it up beyond the counting ability of his victim who, by the way was shrinking lower and lower in the seat in an effort to keep the belt tight about his corpulent person.

out like a giant clock and the low lying quiet village of St. Valentine made me wish I was down there snuggling into one of those big French beds.

Then the battle ceased. The giant eye on the ground blinked out—our combatant disappeared, and almost simultaneously I sniffed gas, then the prop which resembled a whirling mahogany table in the bright light a few moments before, stopped dead, and we made a wide spiral, then we side-slipped, which of all sensations experienced is the meanest, for the plane seemed to move faster than this slow moving body, giving the impression of leaving one suspended up there. Then we resumed a normal glide as we shot over the camp; at least it must be normal, but there was not sufficient speed to bring us back to the great white way, which looked very good to me. However, our pilot was on the job and made a perfect landing. All the time in our descent I was getting soaking wet with the gas. Upon landing it was discovered the pipe had broken and practically emptied the contents of the tank on my person, which resulted in my clothes getting a cleansing, for which I did not have to pay.

All in all, it was a wonderful trip and I would not have missed it for the world; but I would not be in any hurry to ask for any encores. Give me a warm teddy bear, the tightest belt that can be found and the same skilled pilot, who will promise me faithfully not to loop more than a dozen times, and I might try it again. Otherwise, Jamais.

SAWDUST

Heard on the Test Line

"Whatta hell, Bill, is this thing that came by freight today?"
"Dunno; take it out and give it to Lieut Joyce and if he don't fly it, send it over to the Q. M. where it probably belongs."

Sign on the gate of the 3rd A. I. C. poultry farm: "Closed Until Germany Feels Like Starting Something Else."

Capt. Oliver and His Qualification Board

[Editor's Note:—The "Board" being out flying in the rear seat of an Avro, the captain was working all alone.]
Captain: "What did your grandfather do?"

Flying Lieutenant: "Pirate."
Capt.: "How did your old man croak?"
F. L.: "Hung for murder."
Capt.: "Where is your uncle?"
F. L.: "Sing Sing."
Capt.: "Did you ever have any disciplinary actions?"
F. L.: "Three months confinement."
Capt.: "Did you get as far as field 9 at this center, and, if so, how did you like it?"
F. L.: "Fine! The best field on the post."

[Editor's Note:—Field 9 is the Captain's old field.]
Capt.: "What is the geographical center of Texas?"
F. L.: "Lampasas"
[Editor's Note:—Lampasas is the Captain's home town.]
Capt.: "That will do." (Marks the F. L. 100 plus and murmurs to himself as the F. L. departs: "What a fine young chap.")

TAIL SPINS BY OLE BULL

The Future
A regular discharge—
No Reveille—
June wedding bells—
Grocery bills—
Children—
Ditto—
Hero days round the stove—
Taxes—
Children—
Family rows—
Ditto—
Ditto—
Ditto—
Taps—

Those Happy Rookie Days
"Who is dat", says the negro sentry as a figure advanced through the darkness, "step wid your heels a clicking or Ah sho' will point this heah howwitsah at you."

"Officer of the Day", spoke up the figure.
"Dats 'scandlous man", says the coon, "you bettah get in bed befo' the officer of the night gets you."

How Did They Prove It
A lady in New York sued a bakery company because she swallowed a pin, which was in a loaf of bread. Did she win?—no. The bakery company proved it was a safety pin, and won in a walk.

Electrocuting The Eggs
A traveling salesman stopped in a small town in Indiana, and went to the leading and lone hotel of the place, but found he was too late for breakfast. The manager was a guy that didn't have enough pep to tell a cemetery from Coney Island, but he promised to fry him two eggs, which were accordingly brought to the late arrival.

"Say", said the salesman, "do you cook by electricity here?"
"Oh yes", replied the goofey.
"Well", says the salesman, "take these eggs back and shock 'em again."

Another Basket Ball Tournament Being Planned

Three Leagues To Be Organized Final Game February 1st

At a meeting of the athletic officers of this post Monday evening, the interest in gymnasium work, both at the big steel hangar recently turned over to the enlisted men for that purpose on the main field, and the several hangars devoted to similar work on the outlying fields, was found to be running so strong that another basketball tournament was decided upon to begin New Years Day, the games to be played in the various gymnasium hangars at night.

A committee was appointed to draft a schedule and have general charge of the tournament officially as usual. They met at once and planned three leagues whose games will be carried on simultaneously and will all end in about four weeks, the last contest scheduled being dated February 1st.

It was ruled as follows:
That each team shall be composed of players from only one army unit, and that where more than one company or squadron are located at an outlying field they shall determine by preliminaries or otherwise before January 1st, which team shall represent the field.

That every team in each league shall play every other team in that league. That the winner of the tournament shall be determined on a percentage basis. That any team not appearing at the time and place scheduled shall forfeit the game unless other arrangements are mutually agreed to beforehand. That League A games shall begin at 7 p. m., at the hangar designated in the schedule. That the games of League B shall be played in the steel hangar at 7 p. m. That the games of League C shall be played in the steel hangar at 8 p. m. That a copy of the schedule shall be furnished to be posted in the Orderly Room of each organization taking part in the tournament.

HOLIDAY EDITION A TRIBUTE TO STAFF'S ENLISTED PERSONNEL

The hearty acceptance by the members of this center of the Holiday Edition of the PLANE NEWS issued last week was more than gratifying during the short period in which the edition was unsold. Daily and numerous calls are still being made for more copies.

The supply was wholly inadequate in spite of the fact that our presses were run long overtime to produce the number of ten thousand, more than fifteen hundred sheets above the normal circulation. The post should give full credit to the men of the PLANE NEWS mechanical department who labored many times far into the night in the production of this gala edition.

"Alex" and "Tim", our well-known cartoonists, who have already been copied in many American journals, gave unstinted enthusiasm and much effort in the tasks culminating in the first color sheet of any paper published by the American forces, bar none.

PLANE NEWS is also fortunate in announcing that it has once more in its ranks of regular contributors Sgt.-Maj. George W. Lynn, of the 21st Aero Squadron. Lynn's journalistic experience is testified to by the responsible positions he has held for a number of years with the Scribbs-McRay Syndicate and other dailies.

Sgt. Howell Nolte—just as wild a Texan as Lynn—contributes sidelights from the sporting world and now and then writes a laugh in the realm of humor.

Gene Robison is still in a funny mood with his "Epistles of Pete", "Roomers and Rumbulls" and "Tail Spins."

"Bill Stone" a flying lieutenant, an old Associated Press correspondent, also was a contributor to the Holiday edition. Lieut. Stone from time to time writes special articles for us.

Another liberal contributor to the PLANE NEWS since his arrival at the 3rd A. I. C. is Second Lieut. William J. Gaynor, former Milwaukee newspaper man who became well known in journalistic circles when he covered the far famed Lusk-Roberts murder case for Chicago and Milwaukee Dailies and the Associated and United Press.

1st Lieut. Harrison R. Tucker, the first editor of this paper during the precarious days when its existence depended upon his efforts, is resting here for a short time while enroute from the front to the States, and has kindly written an article for our big edition.

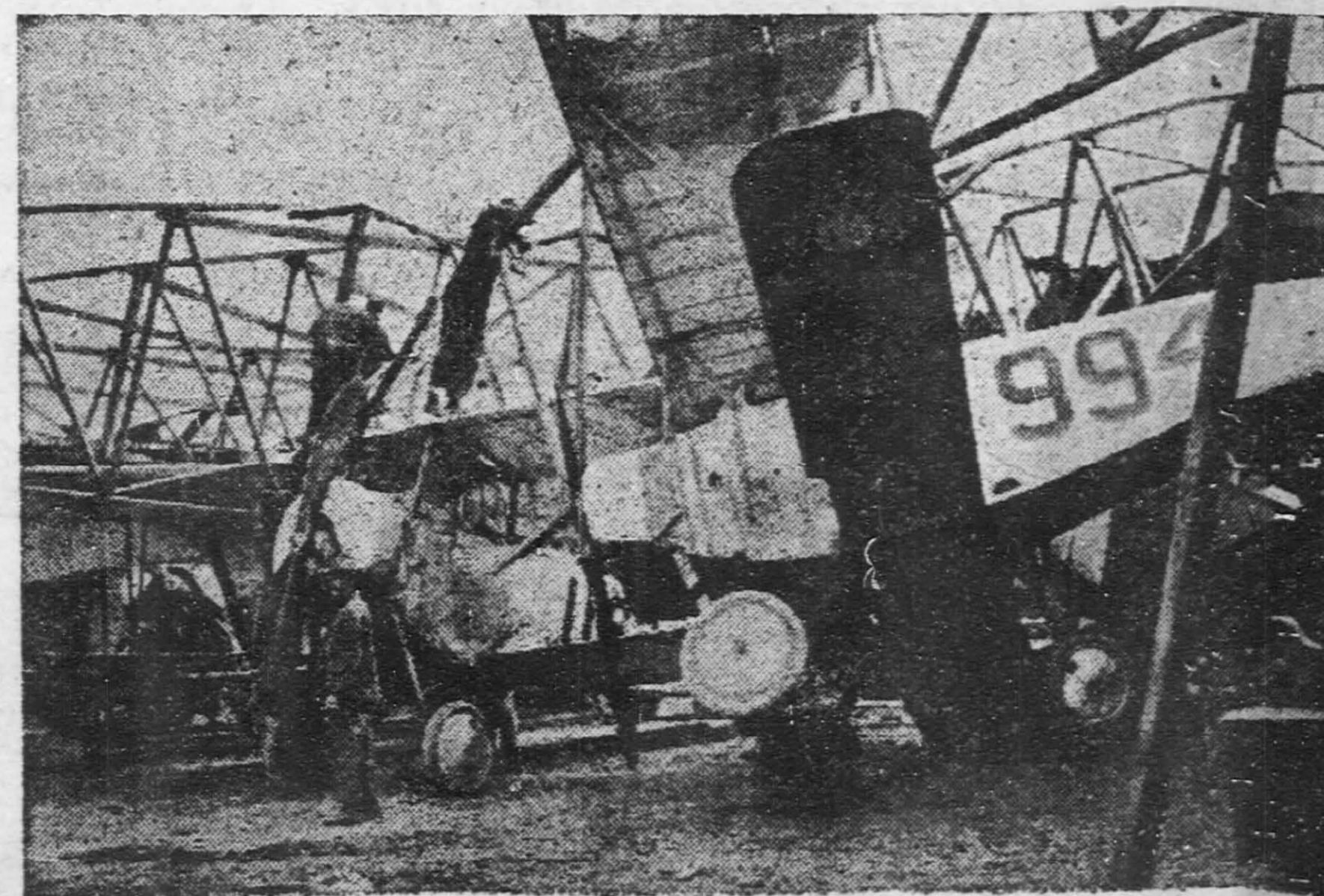
Sergeant Devine of the 21st Squadron is again contributing in the form of jolly rhymes, now and then.

644th Defeats 10th

The first basketball game of the season was played Monday afternoon, December 30th, and after a hard fought battle, during which both teams showed an excellent knowledge of the game, the 644th Aero Squadron nosed ahead and beat the 10th Squadron, 13 to 12.

When Next in Paris Visit
MacDOUGAL & CO.
1 bis Rue Auber
(Opposite American Express)
American Military Tailors
All Aviation Insignia in Stock
Detachable Fur Collar
Trench Coats, etc.
UNIFORMS TO MEASURE IN 24 HOURS

Havoc Wrought by Cyclone at Field Nine, July, 1918



A BARRACKS FLYING THAT AIDS PILOTS

(CONTINUED FROM PAGE 1)

of the plane and that velocity represented graphically by A B. The plane's velocity being B C, the resultant action in a unit of time at the beginning of the manoeuvre would be A C. With the same amount of bank and rudder as that used under condition where there is no wind, in the next unit of time the plane's position will be D prime and not D, and through consecutive intervals E prime, F prime, G prime, H prime, J prime, instead of E, F, G, H, K and L.

In the second unit of time from C, as rudder and bank are brought into play, due to the plane's motion through the prevailing wind, it will have a westward component of C X and a northerly component of X D. With the velocity of the wind added, the resultant position of the plane will be D prime.

In the next unit of time, due to the plane's given amount of bank and rudder, its westerly component will be D X, which will have its effect, not from D, but D prime, and its northerly component equal to E X plus the velocity of the wind, bringing the plane into position of prime.

The reader can, by a little study, easily follow the successive stages of the plane's movement throughout the length of time necessary to turn at 180 degrees, facing into the wind at K, where at this point it will have no velocity relative to the ground in any direction.

The curve C O represents the path of a plane when the wind velocity is one-half (1/2) of its own and one can see that the points at which the plane has no northerly or southerly motion on the various curves will pass from K to Z and finally F, according to the wind velocity.

When there is a condition of no wind it will be seen that at C the plane is traveling over the earth in a direction the same as that in which the longitudinal axis is pointing. As wind comes into effect, the motion of the plane at the central points of the curves will not be in line with the longitudinal axis, but more or less sidewise. It is at this point when turning with the wind that a new pilot, who is a mechanical flyer and who has not learned to fly by "feel," observing his plane passing over the ground sideways, assumes that he is skidding and puts on more bank. This we all know is the correct thing to do for a skid or else rudder into it, but, as the plane was not skidding relative to the wind in which it was traveling, and in perfect stability, such movements would cause a side-slip and possibly a fatal accident if close to the ground.

In a plane where there is lots of motor such a move would not be so marked, but with types such as the Curtiss or Caudron, in which you have to nose down on a turn, any such action would be distinctly noticeable.

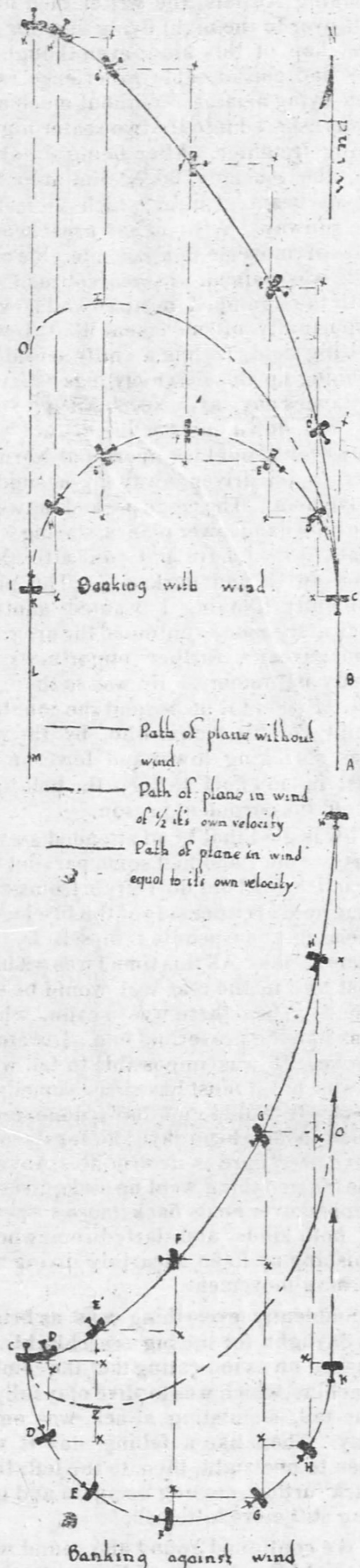
Flying Officer's Notice

Flying officers may take home with them their flying gear—that is, helmets and goggles.

However, in a letter from the Chief, Executive Section of the Air Service, it is pointed out that they are to be taken with the understood consideration that if authorities in the United States decide they cannot be retained, they are to be given up accordingly.

When turning against the wind a plane will seem to slip instead of skid and the inexperienced pilot will make the mistake of adding an abnormal amount of rudder or decreasing the bank. The result is obvious.

If a pilot simply desires to turn his plane around without any idea of bringing it over a definite spot. These effects will not be so noticeable, but should he wish to land on a given spot as he



passes over or to the side of it before turning, he automatically maps out a semi-circle on the ground. It is the confusing of this mentally made path of flight on the ground and the actual flight of the plane that causes accidents.

It is granted that the movement of a plane when turning into the wind is different from that when turning with it, also when there is no wind; but, its stability is not affected in the least. Only when the desired path of flight differs with the actual is it necessary to take caution. This is particularly noticeable when in a spiral. The object of a spiral being to lose altitude over a certain piece of ground, and not gradually

POST ORDERS

Paudy Open Again

Passes can be issued to the town of Paudy under similar regulations covering pass privileges to Vatan and Issoudun, according to post order.

To Medics and Q. M. Corps

The fact is brought to the attention of both Medical and Q. M. Corps that personnel of such units have failed to check out through the Aero Supply office at the 3rd A. I. C. in the same manner required of Air Service officers. All officers of this center, regardless of branch of service, are required to check clear from Aero Supply before departing to other stations. (G. O. 206.)

How to See C. O.

The Commanding Officer of the post will interview such officers as desire to see him between 4 and 5 o'clock each evening except Saturdays, Sundays and holidays. Enlisted men, after receiving permission from immediate commanding officer, may interview the C. O. under same provisions.

To Interview Engineering Officer

Major Victor W. Pagé will interview any officer or soldier who wishes to see him in regard to engineering subjects between 5 and 6 p. m. each day except Saturdays, Sundays and holidays.

drift to one side or the other, it is necessary to give a different amount of bank and rudder when turning into or with the wind in order to hold a position directly over the spot. This can be verified by observing the two curves designating a path when turning into and with the wind and it is obvious that the controls will be handled differently in order to make similar paths around a given point. The condition where the wind velocity equals the plane velocity was assumed in order to bring out the maximum effect possible and not to explain how to fly when in such a wind.

The above explanation, it is hoped, will enable the reader to verify his own particular view point on this much discussed problem and in a manner tolerate to that of his contemporary.

[Editor's Note:—As the author knows more about flying than we do, we have not edited this article. His flying is evidence alone that he knows what he is talking about. If anybody questions his theories, say something.]

FOR THE POOR OF THE DISTRICT OF INDRE

Pastor Gounelle, the only Prot. stant Pastor of the District of Indre, France, makes his first appeal to the generosity of the Americans at the 3rd Aviation Instruction Center in behalf of the poor of Chateauroux and the Department of Indre. The smallest gifts will be received with recognition. Pastor Gounelle thanks from the depth of his heart, in the name of these unhappy ones, all those who might wish to contribute to this good work.

PASTOR GOUNELLE
31, rue du Columbiér
Chateauroux

Subscriptions to this fund will be received at all hours in the PLANE NEWS office, organizations may make general collections, or individuals, as the most convenient method, may turn their amounts into their headquarters, which will in turn forward the amounts to this Office.

Second A. I. C. Has Huge Advance

(CONTINUED FROM PAGE 1)

The center developed rapidly until on November 11 there existed an Observers' School with a capacity of 210 students per month; an Aerial Gunnery School capable of producing the same number; a Radio School, 100 radio mechanics per month; and a Photographic School, 100 Air Service photographers per month. There was a total of 708 Commissioned Officers, of which 454 were students in the Observers' School and Aerial Gunnery School; and 2,354 enlisted men, of which 328 were students in the Radio and Photographic Schools.

Becomes Largest Observers' School

When the 2nd A. I. C. was well under way as a flying field, in December 1917, G. H. Q. ordered that an Observers' School be opened at Tours, Observers then being in training under the French. The original student unit was planned to be two hundred. Operations were at first delayed by lack of materials and an unexpected congestion of flying cadets. Forty-one Officers, composing the first class, were ordered to the center from Artillery, Infantry, and Marine units.

On January 2d these officers were appointed in charge of the school; First Lieut. D. R. Noyes (now a captain), O. I. C.—succeeded in June by Capt. O. I. Gruhr; 1st Lieut. H. D. Hale, Adjutant—succeeded in June by Lieut. C. B. Reeves. First Lieut. J. H. Stevenson, O. I. C. Aerial Gunnery, 1st Lieut. H. Harding (now a captain), O. I. C. Radio Department. 1st Lieut. W. T. Odell, Supply

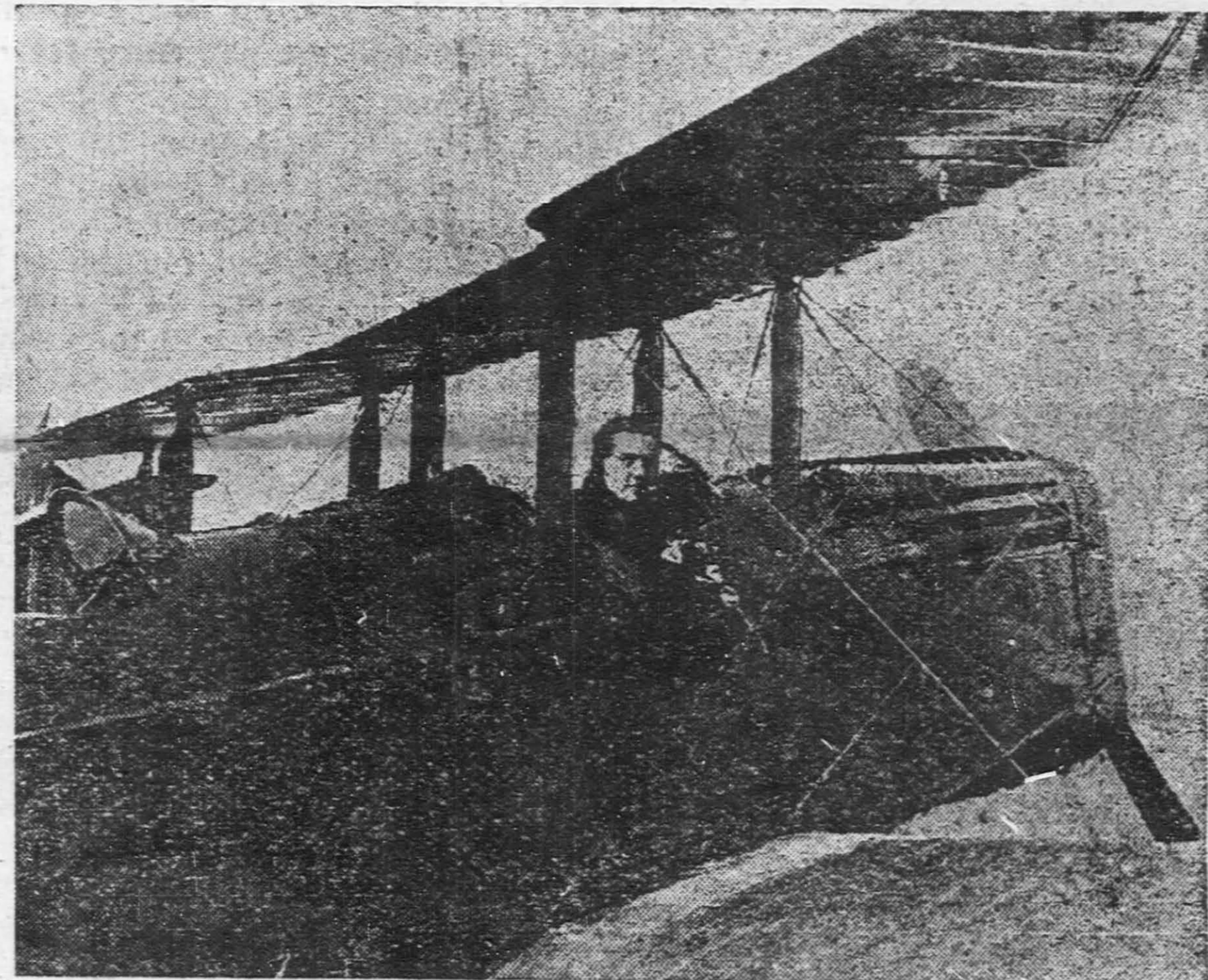
Officer. 1st Lieut. D. H. Young, Chief Pilot. Captains O. B. Cardwell, W. B. Wright, W. B. Wynn, and 1st Lieut. Marcell Jonain, French army, were detailed as instructors in the school. In October Lieut. Reeves became School Director with Lieut. Ben H. Rice as Adjutant of the Post.

Preliminary Flying Never Discontinued

Primarily the 2nd A. I. C. had been established for the training of pilots. In fact, it was only the peculiar adaptability of the center to the training of observer that led to its especial development in that capacity. Student flyers however, were at all times in course of instruction. The first cadets to reach the field came in September, 1917, being Naval Aviation aspirants and ex-ambulance drivers transferred to the American Army. The first allotment of cadets from American Ground Schools arrived in November. The best monthly record of brevets occurred in March, 1918, when under Lieut. Royal, 104 men won their wings.

By the time of the Armistice, 839 officers and cadets had earned their brevets, as well as 6 enlisted men. 92 had discontinued their training, a large percentage of these becoming Observers. But 22 had been killed. In all there were 347 ships, of which 100 per cent had been in commission many times during the full operations.

First Lieut. Alspis was first named O. I. C. of flying, to be succeeded later by Capt. Spain.



Lieut.-Col. Fitzgerald, Commanding Officer of 2nd A. I. C.

RED CROSS WORKERS LEAVE FOR GERMANY

An elaborate Christmas banquet was held at the 2nd A. I. C. in honor of Misses Givenwilson, Brewer, Hussey, Hoyt, and Vale, Red Cross Canteen workers who are leaving their post at Tours, to establish canteens in Germany for the Air Service troops. Honorary guests at this farewell occasion were General Foulois, Colonel Kilner, Lieut.-Col. Fitz Gerald, Major Lovell, and Captains Place, Stetson, Falk, Miller, Harding, and Spencer.

CATHOLIC DEVOTIONS

Confessions Saturdays at the chapel 4 to 6 and 7 to 9:30 p. m. Mass and sermon Sundays 7:30 and 11 a. m. Doctrinal Instruction and Benediction Sundays 8 p. m.

Salvage and Scrap Dump

The salvage and scrap dump, according to local Memo. No. 23, will now be located between the railroad spur leading to Field 2 and the main line to Issoudun, on the right of the road from the Issoudun-Vatan road, past the Chinese barracks.

Thirty-Minute Egg (back from the front); "I was up at the front for six months and managed to keep the Huns from shooting the coat off my back only to have it tied up with red tape and pulled off by these—(censored).

Y. M. C. A. SERVICES

Morning services, 11:00 a. m., at all fields. Special speakers. Evening services, 7:30 p. m., at all fields. Song services and speaking.

Private G. I. Kan Brings Unique Menu

By Tim

