

Plane News.

PASSED BY CENSOR

Air Service Paper
of the A. E. F.

Vol. II, No. 6

On Active Service, France, December 28, 1918

Price 25 Centimes

CRACK TEAMS PUT 'PEP' INTO PLANE CONTEST

Long-Standing Records Broken
Saturday by Experts of
Aviation

LOTS OF ENTHUSIASM

Weekly Contests Brings Out Great
Rivalry—Proves Air Service
Has Picked Personnel

What were thought to be records that would stand for some time were given a death blow Saturday afternoon, Dec., 21st, when a crack team from field fourteen lowered the best previous record by approximately twenty minutes for dis-assembling, assembling, taking out and replacing motor on Type 24 Nieuport.

Stimulated by the prize money of 200 francs to the winner and 100 for the second team to finish, the men went to work with a vim that has never been surpassed by any teams during the entire series of contests. There has developed quite a spirit of rivalry at the new sport and it is probable that there will be many interesting attempts to better the present record. It is the plan of the Commanding Officer, to continue these contests for some time which will be held each Saturday afternoon, weather permitting.

The men composing the field fourteen team were: Plane crew, Sgt. Lee Anderson of Elko, Nev., Chfr. Fred Brown of Bakersfield, Calif., Sgt. S. W. Ewell of Brighton, Mass., Pvt. Edward Eshpeter of Duluth, Minn., and Pvt. W. E. Maupin of Fallon, Nev., all of the 10th A. S.; Motor Crew, Sgt. T. E. Maloney, Fresno, Calif., Sgt. G. E. McTeer, Charlotte, N. C., and Chfr. E. L. (Dad) Stewart of Hamilton, Tex., all of the 10th A. S.

A team from Aero Repair finished second. Its members were: Motor Crew, Sgt. C. F. Martain of Tyrone, Pa., 802nd A. S., Sgt. C. L. Neilan of Fresno, Calif., 32nd A. S., Sgt. R. J. Hock of Flagstaff, Ariz., 32nd; Plane Crew, Sgt. Chas. Garlick, W. Springfield, Mass., Sgt. G. H. Egglefield, New York and Pvt. J. F. Koblack of Perth Amboy, N. J. all of the 32nd together with Sgts. William Lowndes of Brooklyn, N. Y. and L. R. DeMont of Denver, Colo., 802nd A. S.

The field five team which finished third was composed of the following: Motor crew, Chfr. Theodore Holmes of Houston, Pa., 31st, Sgt. B. Manwiller of Orchard, Iowa, 101st and Chfr. W. H. McMahon of Gladstone, Ore., 31st; the Plane Crew, Sgts. Jesse Tarcell of Elkhart, Ind., J. S. Downie of Downieville, Pa., F. W. Gordon of Taft, Calif., and A. E. Jacobson of LeGrande, Ore., and Chfr. A. J. Burk of Dunkertown, Iowa, all of the 31st Squadron.

As was shown by the large number spectators and the bands from both the main field and field seven present, this is becoming the favorite sport with all and each contest is eagerly looked forward to. The official results of the contest were as follows:

- FIRST OPERATION**
First—field fourteen, 5 minutes.
Second—Aero Repair, 5 min., 40 sec.
Third—Assembly and Test, 6 min., 40 sec.
Fourth—field two, 7 min.
Fifth—field five, 7 min., 40 sec.
Sixth—field three, 8 min.
Seventh—field nine, 10 min.
Field eight went out in the first operation due to one of the mechanics stepping through a wing.

- SECOND OPERATION**
First—field fourteen, 15 min.
Second—Aero Repair, 16 min., 40 sec.
Third—Assembly and Test, 17 min., 50 sec.

A Holiday Greeting from Lt.-Col. Bingham

To the Officers and Men of the 3rd A. I. C.

The splendid work and fine spirit of team play which has characterized this Post has been due to your earnest desire that the American Air Service should be as successful as possible. The "folks at home" have always had the greatest faith in American Aviation, taking pride in the fact that the first successful airplanes were built and flown in America. They desired, above everything else, to overwhelm Germany in the air. We have evidence that Germany was beginning to feel this and that her willingness to accept the severe conditions of the armistice was partly due to the knowledge she had of the success of our aviators.

It must always be the greatest satisfaction to you to have had such an active part in winning the war. While the war was won by the services of every one who whole-heartedly gave himself to the cause of his Country, and who was willing to die facing Germany, it was not given to many men outside of the front line trenches to have a more active share than you have had in beating the Hun.

I wish you all a Merry Christmas and a Happy New Year.

HIRAM BINGHAM,
Lieut.-Col., Air Service
Commanding

December, Twenty-fifth
Nineteen Hundred and Eighteen

CHRISTMAS IS A MAJOR WORLD'S LARGEST AVIATION CENTER IN FRANCE

Flaming Cross in Heavens Proclaims to French "Joyeux Noel"

Thousands of lights from barrack and canteen, and hearts that flared more brilliantly, but, above all, carrying its message far beyond the limits of our center a beacon of gratitude, the Cross, looked down. "In recognition of the season" the Headquarters of the Intermediate Section recommended that this cross be erected; but for a startled community in khaki it spoke their fervent thanksgiving at the peace which has come and the home going soon to be. To the neighboring villagers it flamed through the night of a "joyeux Noel" more than fulfilled in the welcome with which they were received by the American soldiers.

If the twenty-fifth of December meant little to the modest aviation field of one year ago, overburdened in its struggle for existence and with thought of what must be accomplished and that soon, there was opportunity in plenty and willing spirit to give to the season at hand that atmosphere sacred to every village of the land across the sea. So it was a Christmas of "giving" that we have seen and of remembrance. No individual in our midst has been overlooked, from the last prisoner in the guard house to the meekest Chinois, from the most desperately wounded casual in our hospitals to the remotest Forester. Negro laborers sang for the sick; French children were under our shelter and went home happy in American liberality. And the Cross, at what it saw, seemed the brighter.

Decorations long conventional to Yuletide were conventional no more in these strangest of surroundings, for they seemed to answer the hunger in every heart. Fir trees, resplendent in glistening paper, laborously fashioned, flashing with their spangles of tin—should we really give the secret away—gave visible evidence of the season in the canteens and huts. Each organization mess, through the frosted panes, was a veritable banquet hall. Holly and that superb French mistletoe left nothing

from this make-believe occasion whose original was being conducted three thousand miles away, for can one really celebrate Christmas away from home? There was a Santa Claus at the 'Y', a Santa Claus at the Hospital, and a French-speaking Santa Claus to teach the children of La Champenois the ways of our American Noel.

Midnight mass was celebrated by Father Sulltan in addition to regular Catholic devotions.

Activities of the 'Y'

Our two friends, the American Red Cross and the Y. M. C. A., gave tremendous evidence of their ability to gratify the confidence of the people at home. Both distributed thousands of good things to the men of this post. Hut 1 on Christmas eve was the scene of a party of the gayest nature. To every one present a package was given containing chocolate, tobacco, gum and cakes. At Hut 2 the same occurred, while there the Fay Concert Company also gave its program, and on Christmas night there was vaudeville by the Hayes Review from Montherchaume. On the morning of the 25th Chaplain Hawkins held Divine services at Hut 1, attended by Colonel Bingham and his staff. The Post Band in the afternoon gave a concert.

At all of the outlying fields there were entertainments of various sorts in the 'Y' huts. Each man was presented with the same gift package. The large hut at Field 7 welcomed 60 French children from Valentine. Mrs. Sanford, the 'Y' worker there, made dolls for each of the little girls, while the boys received a small American flag and shining new one franc piece. There were for them, too, eats and movies and games. Perhaps 150 La Champenois kiddies were carried by trucks to Field 8 to be entertained. Gifts were forthcoming from the familiar "grab bag," while a Santa made merry with them all.

'Y' visitors took packages to the men

(CONTINUED ON PAGE 3)

Lieut.Col. Bingham Leaves 3rd A. I. C.



Consistent with Lieut. Col. Hiram Bingham's policy, his departure from this Post was typical of the man that he is.

After four months of the most strenuous sort of work and application to his duty, Colonel Bingham received the much looked for orders that we all are anticipating—a ticket to the good old U. S. A. He left as unostentatiously as he came, without any blare of trumpets or handshaking. However, in lieu of this he has extended to the members of this Post a handshake and a kindly word by proxy in his farewell message which is printed in another column.

It is unnecessary to rehearse the history of Colonel Bingham's record breaking regime. With his forceful personality he obtained results and upheld the traditions of this Center set by his predecessors. He adapted himself rapidly to the task that was set before him, and it is a known fact that, in addition to his executive ability, he had an almost uncanny faculty for details, there was never any doubt that he did not know what was going on. He was appreciative of all efforts by members of his command and did not hesitate in expressing his appreciation, he was a keen judge of human nature and had a wonderful faculty of sizing up men. He understood the idiosyncrasies of the aviator, and while always remaining firm he gave them counsel which assisted materially in maintaining their morale.

It is with regret that Colonel Bingham could not remain for the final demobilization of the Center, but it is only fitting that he should receive a well deserved rest.

Major T. G. Lanphier, whose record we all know so well, has succeeded in command, and as his efforts have been so clearly linked with Colonel Bingham's, there is no doubt that we will continue our even course.

ANOTHER DELIGHTFUL DANCE

Probably the most successful dance ever held on this Post for the enlisted men was staged at Y. M. C. A. Hut No. 2 Saturday evening, December 21st.

During the intermission refreshments were served. In addition to the local Red Cross and 'Y' ladies there were many fair ones of the British W.A.A.C. from Bourges, present.

PLANE NEWS HAD TROUBLE IN STARTING

Printing Press Installed a Year
Ago Under the Very Worst
of Conditions

SHORT OF TYPE ALSO

Tireless Efforts Crowned By To-
Day's Publication of Holiday
Edition

"Oh where are the friends of yesteryear?
The bleak winds howl: not here! not here!
The world wags on its foolish way,
But never brings back a yesterday."
—Obid.

"Where's the hatchet? I suppose I'll have to do it myself?" quoth the editor.

'Twas a December day, one year ago, with the same mud, same rain and same cold weather we have with us this Holiday week. But inside the PLANE NEWS office the big stove was glowing red from the burning coal skillfully stoked by the editor.

"I have an ideal" says the poet and man-of-all-work, whose official title was "assistant editor."

"Spill it!" says the editor and artist, in unison.

"Let the artist do it," replies the poet. "He's the biggest and strongest and never does anything anyway."

The artist, being elected unanimously, reluctantly gathered up the hatchet, the pliers and a piece of rope and set about dragging the new printing press from the truck, through the hole in the wall and into the press room in barrack No. 1, so that it would be ready to run off the first Holiday edition of the paper.

All day long they worked, with plenty of free advice from members of the "Cadet Guard" who were off duty at the time, and knew that the PLANE NEWS stove was the warmest on the post. By night the thing was set up and the newly acquired printers were at work.

"Time for a little refreshment," says the artist, who was a man of understanding. "Best thing you've ever said," replied the editor, reaching for the hiding place of the forbidden fruit.

"What'll we do?" says the chief printer, running his ink stained fingers thru

(CONTINUED ON PAGE 3)

HERE'S CHANCE TO WRITE AND GET PAID FOR IT

Competition is the life of everything. It is essential in whatever we undertake to do, and this paper is no exception.

Those of you who are able to express their ideas will be given an incentive in the form of a contest, which will be judged for its technical and literary value.

The subject will be selected by the contestant, the only condition being that the work submitted shall show that its inspiration was drawn from the Air Service.

PLANE NEWS therefore offers the following prizes:

- 200 Francs for the best article.
- 100 " " " " second best.
- 50 " " " " third "

In addition a limited number of compositions considered suitable for publication will be awarded honorable mention and will be valued at 25 francs.

Competent judges will be selected. Copy limited to 1000 words and must be submitted before Jan 15th.

Plane News

Published Every Saturday at A. P. O. 724
A. E. F. France

1st Lieut. Thomas W. Ward, A. S. Officer in Charge
2nd Lieut. J. H. Small, A. S. Asst. Officer in Charge
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"All For One Aim—One Aim For All"

"PEACE ON EARTH"

THIS is the greatest Christmas in the world's history perhaps, since the first Christmas was ushered in, in the stable at Bethlehem. Angels sang on that first Christmas night "Peace on Earth, Good Will to Man." This day signifies to all the world, to all nations today, more than ever it did, with its message of "Peace on Earth, Good Will to Man." This Christmas means to the soldier who is in the advance lines of occupation that he need no longer live in the expectation of meeting with a sudden death by shell, bullet or gas or to fall in a life and death grapple with an enemy. Today he has no enemy, he still has the memories which burn, and sees the sights which redden his cheeks, but he is here to see that that does not happen again, and to get the wrong righted, but he has brought peace with his bayonet and by his strong right arm, a triumph of right over might.

This message which Christmas brings us means perhaps more to the loved ones at home, be that home in France, Italy, England or the length and breadth of our own fair United States. The homes of France have been devastated with fire, with sword, fouled with the worst kind of stain that even the worst of the tyrants of history would blush at, even the very soil has been poisoned with gases which will render it sterile for a long period—this is now over, for peace is here, and have not the Christmas bells ushered in this Christmas with a message we have received with deep gratitude. The homes of Belgium, of Servia, of Armenia are blackened ruins, their populations have been driven homeless and starving out to die if no aid could be brought to them. But now peace is here, and the Christmas festival is the way the Christian world rejoices and sends its message forth. Those homeless ones will know they are going back, that many will be reunited to those whom they had mourned as lost. The French mother will know that she may expect her boy back, her husband back, the mother in that lonely cabin back in the mountains of Virginia will stop worrying about her boy over there, and the bunch of girls who do not enjoy those Christmas parties like they used to since their sweethearts joined to carry Old Glory any darned place they were wanted to carry it, will expect them home "some day soon."

And father has welcomed the message of peace, when he knows that Jim or Johnny, Hank or Bob will be safe, and that he need not run down to the post office and have a heart attack in case he gets a "fatal letter." That is what peace

means. Peace means that in due course we will not have to do without this commodity, or that kind of goods, because it is needed for the cause. The fortitude of the women of France has been a wonderful lesson to humanity, their faith in their own cause was a marvel, because they expected peace by force of the arms of their brave soldiers, and the triumph of justice over wrong. This is so with other European people who have fought with us. This is why America took up the sword. They all had faith in the triumph of peace, by right of their own courage in the cause of justice.

We came to bring peace to war torn Europe, to do our part that an abiding peace shall reign, as it was intended on that first Christmas night when the Angelic choir sang "Peace on Earth, Good Will to Man."

Our wonderful President—he is in France—has come with one all pervading thought, that peace may be firmly established, that nothing may slip a little one way or the other, that the agreements which shall bind the League of Nations shall contain no loophole for after disagreement, but that a lasting peace shall be founded on the solid foundation of right, for which the armies have fought. So here in this Camp, let us rightly consider that we too have done our part magnificently in the bringing of this peace to a perfect consummation.

NINETEEN EIGHTEEN

ONE short year ago we were looking forward to what the next year was to bring us. Now we can look back and analyze what it has brought to us and to the world in general. Our own country has in the past year put forth a mighty effort, an effort which was demanded of us by the voice of civilization, by the possibility of the progress that mankind has made from the earliest dawn of that civilization, being crushed and in its place a substitute government of militarism set up, having the control of the machinery and the sciences which could make war at will. Against this no combination of peoples, no self sacrifice of patriots, no amount of revolutions or plottings could stand, for the reins of a well equipped powerful war monster would be in the hands of a few. How near this came to succeeding it is rather disturbing to think. The United States Government, representing a people entirely devoted to peaceful pursuits, was perforce compelled to come in to defend civilization and all it stands for against such a hideous menace. The past year, the wonderful year of 1918, saw a mighty effort in the United States.

Let us rejoice that we pulled "all together" and were able to do this. Let us, while we justly rejoice at our year's achievement, also rejoice at the wonderful amount of work and sacrifice our Allies too have done and made in the year just closed and in the three years of anxiety and privations they have previously suffered.

Finally at the close of this glorious year of 1918, after some magnificent fighting by our newly raised armies, fresh to the arts of war, but imbued with an indomitable spirit which liberty breeds, and a whirlwind of fighting on every front by our Allies, in which we had our full share, a crushing series of victories came one after another, the enemies of civilization crumbled one after another, and now today the world waits for the final treaty which will be a guarantee of future peace, and this time not merely a scrap of paper.

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



LIEUTENANT WM. V. SAXE

When an army officer becomes an adjutant, and especially of a big post like Issoudun, it is a sure sign that he has said good-bye to all of his friends, and very shortly thereafter he finds himself the most cordially disliked man in camp. There are exceptions, but they are very few and they are far between. Lieutenant Wm. V. Saxe, adjutant of the Third Aviation Instruction Center, is an exception—and more power to him as a result thereof.

Because of the rapidly changing personnel of the post and the many questions arising in connection with the homeward movement the adjutant's job is a powerful big one, involving many responsibilities. Lieutenant Saxe is performing his duties in a most efficient manner,—and has more friends than ever.

Primarily he is an aviator but like other flying officers the government thought he was more valuable here than at the front, and the ambition that brought him to France was denied. And it might be added that his duties last month prevented him from putting sufficient time in the air to draw his flying pay.

His superior officers say his work here has been of a great deal more value to the nation than if he had gotten a Croix de Boche at the front.

The "B. F. C." a New Decoration Coined By 636th Squadron

You can talk about your D. S. C's, your Croix de Guerres, your Victoria Crosses, and your Sharpshooters Badges all you like. Some of the German soldiers fought for four years to get an Iron Cross, and only secured the Wooden Cross, which is awarded by the American doughboys. The Japs will drink rice tea for breakfast and then fight a circular saw for the Order of the Rising Sun. A Mexican will take one blanket and one bath a year and fight through fifty presidential campaigns for an Order to Eat Three Times a Day. The suffragettes of the United States, will risk ruining their hatpins in a man's eye to secure an Order to Vote. But that is neither now or then,—and the way the B. F. C. was first awarded is like this.

Over at the 2nd A. I. C., the 636th Aero Squadron has the reputation of rewarding every deserving son, no matter what his rank, disposition or previous condition of servitude. So after Orders of K. P., Orders of Picks, and Orders to be Sterilized, had been awarded galore, one M. B. Private came forward with a demand for a citation, and presented the details pertaining to his claim. His Service Board was scanned and his dog tags counted. But upon the Top Kicker giving evidence that he was justified in his claim, the following presentation speech was made:

"Private ———, it gives me envious and unsaturated delight to pin the B. F. C., under your Adams Apple. Being the victim of a disposition that is fond of quiet instead of arguments, you have ably and unshrinkingly proven your claim to the honor, by having spent more hours in your bunk than any other person in France. So take this Bunk Fatigue Cross, and sleep until tonight, for tomorrow you go on K. P." And now he wears the B. F. C.

Definition of Company Clerk

A company clerk is a guy that is always hep to the inside dope, and whose greatest delight is in making out the K. P. list.

DON'T WORRY ABOUT THE FUTURE

"Now that hostilities have ceased and I will soon be home, what am I going to do?"

That, in substance, is a question which thousands of A. E. F. members are daily putting to themselves. And it is an altogether fitting one. Its importance not only applies to the individual himself, but to the United States as a nation. It is one presently occupying the closest attention of our governments—national, state and municipal,—civic bodies, great organizations and our families. Plans are being formed in every section of our country to solve the question and in the proper solution lies, to a great extent, the future development and progress of the United States.

It is a matter of our national history that the years following our wars have been the most prosperous. We know that a majority of our great fortunes at home were established during the period following the Civil War. Prosperity abounded on every hand, and now we have the predictions of Andrew Carnegie, Frank P. Vanderlip, J. Pierpont Morgan and scores of other financiers, who speak with an almost sure knowledge of the future, that the decade following this war will be the most bountiful ever recorded in America's history. And it behooves the men of the A. E. F. to fully realize what is in store for them upon their return home and entry into civilian life again and take complete advantage of what will be offered them.

For many the question is of course answered. They will return to the occupation they left to enter the army. Their places in business have been retained during the months of the war and are simply awaiting the return of the old occupants. But the great majority of the returning soldiers will have to cast about for an occupation. To the members of the Air Service the

matter has already been partly settled. By their work, as soldiers of the Air Service, these men have acquired a knowledge of certain trades that will fit them for immediate occupation. This, combined with the fact that a majority of employers will favor the returning soldier above other applicants, will combine to clear up for many the question of "where am I to get a job?" It is needless to enumerate the various occupations that members of the Air Service can go through, having acquired a working knowledge of the trade itself.

So, upon our return to America, there should be no great difficulty in establishing ourselves at once in an honorable and profitable occupation. As previously stated, our government is already working out a plan whereby we will be given every assistance, should we require it, in obtaining proper employment. We will be favored on every hand by governments, employers and all classes.

But, and this is absolutely essential, we cannot take advantage of all this. The fact that we were in France and helped in America's share in winning the war does not entitle us to the belief that from now on "the world owes us a living." We have only done our duty in the army, but to do our duty towards our country and family we must pitch in and "carry on." Our country has suffered from the war, as we well know. Not so much, probably, in lives sacrificed, but in those varied things which are essential to life, and it rests upon us to help in the rehabilitation. If we fail in this, we fail in our duty and our country will not come into the place among nations to which she is entitled by her sacrifices. So we must go back to our homes with the intention of doing our share of the work which is necessary to maintain our country in the position it now occupies.

What's in a Liberty Engine?

Back in the field four Do not cross the red line. A mechanic longed to take the chance and see that Liberty engine upon which the interest of the civilized world was centered. Not only the mechanics but everyone would have taken a chance to satisfy a curiosity nearly equal to that of the small boy and a dollar watch. But we had to wait. What do you know about this 12 cylinder monster? What are you going to say about it when you return home? Many questions will be asked, for you as a member of the Air Service will be presumed to be well informed. Did you know that the Liberty of 1917 developed 400 H. P. and weighed 801 pounds or in other words weighed a little over 2 pounds per horse power?

In March 1918 it developed 432 H. P. weighed 808 pounds, or 1.9 pounds per horse power. In May 1918 it developed 450 horsepower, weighed 825 pounds, or about 1.8 pounds per horsepower. These questions will be asked and many others.

No one need leave the Third Aviation Instruction Center without being able to speak intelligently concerning the Liberty Engine. In the Technical Library has been placed a regular size Liberty Engine with every part in cross-section. Every working part shows up in its working order. The much discussed question of "firing order" can now be demonstrated beyond an ques-

Does it Alarm the Clock

Red Cross nurse: "Do you take your wrist watch off when you take a bath?"
Airnat: "Oh no, it merely holds its hands in front of its face."

Lost His Eighth Friend

Major: "Well corporal, can you tell me the name of the woman who was the first member of the Red Cross?"
Corporal: "Yes sir, it was Joan of Arc."
Maj: "How do you make that out?"
Corp: "Why, The Arc stands for the American Red Cross."

tion: No argument. Everything right before the eye. The lubricating system can be traced throughout the engine by a clever use of paint. The cooling system is, in the same manner, clearly shown. Even a spark plug is in cross-section. The ignition system, a generator peculiar to the Liberty in that it replaces a magneto, can be studied. The peculiar design of the rocker arms is shown by the removal of a section of the cam shaft housing. Look at the system of heating the intake manifold by a hot water jacket integrally cast on the top of the manifold. The brass plate on the front of the motor shows the following:

"Built in the Liberty Motor Department, of Aero Motor and Machine Shop, 3rd A. I. C., Am. E. F., France. By M. S. E. Vaughn L. Gardner, Sgt. William Freital, Capt. Chas. W. Babcock, O. I. C. Crank her up and let us go."

Guaranty Trust Company of New York

Paris: 1 & 3 Rue des Italiens

Tours Agency: 7 Rue Etienne Pallu

UNITED STATES DEPOSITORY OF PUBLIC MONEYS

Places its banking facilities at the disposal of the officers and Men of the

American Expeditionary Forces

Special facilities afforded officers with accounts with this institution to negotiate their personal checks anywhere in France. Money transferred to all parts of the United States by draft or cable.

Capital and Surplus - - - - \$50,000,000
Resources more than - - - - \$700,000,000

AN AMERICAN BANK WITH AMERICAN METHODS

WING SLIPS AT THE 2nd A. I. C.

On to Germany!
Miss Irene Givenwilson, prominent for her untiring efforts in creating Red Cross stations in the Air Service and who is, at present, directress at the 2nd A. I. C., is not preparing to demobilize since the signing of the Armistice, but will soon be established in Germany, "carrying on" as she has throughout the whole war.

The 34th Aero Squadron claims three "Orpheums."

Contrary to current rumors the Y-M is not to close doors and go out of business when the first few squadrons leave the field. According to advices from Mr. Daawbridge, secretary, the Y-M is obliged to maintain a complete hut force and full equipment as long as three hundred men are left on the post.

Christmas was celebrated fully five days before schedule time when the Y. M. C. A., on Friday, Dec. 20, conducted the most successful enlisted men's dance ever seen at the 2nd A. I. C.

A large portion of the big hut was decorated with Christmas wreaths and candles, and twenty American or English speaking girls were invited from Tours so the men could "parley" and have a good time. The post Jazz Orchestra rendered enjoyable music, and a thousand dance fans swarmed to the building to enjoy themselves.

It is very likely that there are many posts in the A. E. F. where it is possible for the men to secure war photos for their albums, such as they can do here. The men of the 2nd A. I. C. now have the opportunity of making a grand collection which will be very dear to them when they have been returned to civil life and look back to Tours experiences.

Our Medical Research Board

The Medical Research Board is keeping close tab on all pilots and observers on duty or passing through the 2nd A. I. C. A new slip which all airmen are required to fill out and sign, asks if they have ever been over the German lines, if so ever decorated, and if shot down or taken prisoner at any time.

This board which has done an incalculable amount of good everywhere in the Air Service, appears to be completing an analysis on men who have tasted the "sour fruit" in aerial warfare, as well as those who proved exceedingly successful. Probably the government will employ these records in the future selection of fliers for commercial purposes.

MANY OBSERVERS RECEIVE "WESTWARD HO!" ORDERS

Daily Stream of Sky Warriors Sent to Base Ports to Proceed to United States

One privileged to spend an hour in the office of the Headquarters Detachment, 2nd A. I. C., would see many funny sights when officers notified to report are handed orders to return to the good old U. S. A.

The past few weeks, and particularly, the last two, has seen a steady stream of observers, and ground officers too, given the official papers on which are stamped the magic words which insure his immediate deportation toward a land even more loveable. In all history of the office out of which these orders came, there has never been a single instance when the one ordered to return has not, in spite of himself, cracked a heaping American smile or otherwise given vent to his hilarious inward feelings.

Where billeting space was scarce a few weeks ago, the great rows of "hotels" where officers were stationed now takes on a deserted appearance. The record day saw 150 officers hoisted, bag and baggage, aboard a special train for Bordeaux. And on other days, close seconds in number to this crowd have "pushed off" for St. Naizaire.

Then he Boxed the Compass

First Airnat: "Why do so many girls dislike to wear sailor hats?"
Mechanic: "Because so many of their first mates only find a hull under it."

Second Air Band "Strikes" For Longer Stay In A. E. F.

"We do'n wanna go home" is the cry of the loyal band of the 2nd A. I. C. In fact so insistent have they been in this, that the large majority have signed a voluntary petition requesting that they be allowed to remain intact as a band organization, until the last man has left the camp and on his way home.

It can be seen that the 42 men which comprise the personnel of this excellent musical organization, which is by the way, the largest band in the Air Service, are anxious to march down Fifth Avenue and let themselves out for all they are worth. If the men are not to be recognized as an official band organization, they will, each of them, necessarily depart with the various outfits to which they belong.

The whole 2nd A. I. C. is hoping that one or two big transports will carry "their crowd" back and when New York is reached they can fall in behind the music and let America know that the Tours Aviation Camp was very much a reality in the great world war just passed.

AIR SERVICE HEADQUARTERS

CHECKING FINAL CAMP REPORTS

Air Service headquarters at Tours has assumed an air of unprecedented activity with hundreds and thousands of records to check over before it will be possible for the many Aviation camps to close their gates and disband. While it is true the actual working force has been cut down, those who are left to do the remaining work are the choice pick of the force that operated at this headquarters during the period of war.

A number of the smaller camps have been finally closed as a result of the hard effort put forth since the Armistice and it is expected that more are to "Fermer la perte" in the near future, thus enabling the embarkation soon of more Air Service troops.

Among other things which have similar bearing on the final wind-up. Uncertain weather conditions is a matter that makes it impossible to predetermine the exact date of closing of every camp. Rain, wind and mud hinder the continuance of flying and completion of training of those who have started and whom the government is anxious to send back to the United States as finished fliers and observers.

At the 2nd A. I. C., the entire school organization with the exception of aerial gunnery remains practically intact, although in such a way that it could be closed very quickly. The fact that each department is still in existence does not mean, however, that it is operating on the same large scale as in time of war.

SOLDIER QUESTIONS

By Sgt. W. J. Devine, 21st Aero Sqdn., A. E. F.

Many things there are in a soldier's life,
Many things—both sad and gay;
Of the latter there's one, it is constantly done,
The asking of questions each day.
Tho it may be true they mean nothing to you,
Or to any of those at home—
They are never forgot, and they mean a lot,
To the men who must fight—and roam.
They are numberless all, and I can recall
Only those that I know the best;
There are none very long, but I say you are wrong.
If you think they are put as a jest.
Of the many there are, most important by far,
Is the one asked each day without fail,
Not only by one, but by each Mother's son,
It is: "Say! Have you got any mail?"
Another we hear, every day in the year,
(There's one of them asking it now),
Is asked with a zeal, and before each meal,
It is: "What have we got for chow?"
Still another there is, that is asked each night,
As a rule by a save-time "guy",
Who hates to walk, but doesn't mind talk,
It is: "What's going on at the 'Y'?"
Now, altho you may laugh, this isn't half
Of what you would hear should you be—
In this game of chance, over here in France,
(It's a part of the game, you see!)
And a question asked is an answer gained,
I'll leave it to you—am I right?
Perhaps you will sigh if I get a reply,
Let it go at that, and—"Goodnight."

Issoudun Hospital Is Grateful

The Commanding Officer is in receipt of a letter from Major C. O. Boswell, Commanding Officer of Camp Hospital No. 59, at Issoudun, expressing "sincere thanks and appreciation for valuable assistance" given the hospital by furnishing water from this command to insure the operation of the Issoudun laundry while the hospital was having its work done there.

WARRIORS HUNT KICK OR THRILL WHILE RESTING

Now That War Has Gone The "Battle-Scarred" Feel Lost

CAMP LIFE COMFORTS

Have you ever been in the position where you felt that you had lost all hope for the future and you needed a friend?

That was the mental attitude of most of us when we arrived at Romorantin several days ago, enroute, as we believed, for a port of embarkation, where we were to proceed to the United States. Instead of remaining one day there and beginning the last leg of our journey, we were overcome by the discouraging fact that it might be two weeks before our orders would be ready and all our hopes of being home by Christmas were blasted. It was worse than being shot down in enemy territory. There is a mental and nervous reaction in inactivity after you have had several months of work and excitement at the front, and we were almost overcome by it.

I say "almost" because if it hadn't been for the officer's Y. M. C. A. Club at Romorantin (some of them call it a hut, but to us it is a palace) we would have lost our courage and spirits entirely. Personally I do not want to go away from here without giving some expression of the appreciation all of us have for work the officials of the officer's club have done for us, and I think I voice the sentiment of the 300 or more officers who have been here. Many of us have never had the opportunity before to fully appreciate what the 'Y' has been doing, and the revelation now will always be an inspiration to us in the days to come when we think back of all our varied experiences in France.

The hut itself is one of the most complete in its interior arrangements that can be found in the field. It has all the attractions of a real club, with its lounging room, well heated all day, reading rooms that are exceptionally well supplied with good books and late magazines and newspapers, a large billiard and pool room that never sees an idle moment during the week, an assembly room with platforms at both ends for entertainments, concerts and dances, two rooms well supplied with materials for letter writing, a lunch room presided over by two American girls who have delightfully served us, a real honest-and-truly barber shop and shoe shine, a tailor shop, and a canteen that has most completely supplied our many wants. Can you imagine anything better than that for a lot of discouraged officers who had just about made up their minds that war was never so horrible as when it was over and you could not get to a ship.

Mr. John S. Donald, the secretary who heads this institution (we call it "our" club now) was formerly secretary of state of Wisconsin, a man of affairs who left his home in Madison because he felt it his duty to do something real as near the front as possible, where his efforts would count. We have tried to express to him personally something of the appreciation we feel, but somehow it does not seem adequate and we want to add to what we have already said to him and to his staff. We shall carry back with us the most delightful recollections of our stop-over at Romorantin.

Mr. Arthur S. Heathfield, the financial secretary of "our" club, is a Boston broker, a prominent member of the Boston Chamber of Commerce. He was too old to fight but one of the youngest of us when we lined up around the piano.

Mrs. Ethel Kreamer of New York City, and Miss Martha Henderson of Norwalk, Conn., have looked after our interests in the lunch room. They are both typical American girls, full of character and charm, and I doubt if either can understand how great our admiration for them and their work has been.

Going Back on the Transport

Airnat: "Say Gob, what's that thing they call the crows nest used for?"
"Sailor; 'Aw that's where the captain takes his bath in."
Airnat: "Well I didn't know. I supposed it was where they kept the sailor's brains and socks while on voyage."

Literary Contest For All Comers

PLANE NEWS Offers Big Prizes For Varied Compositions on Air Service

Do you write? No, not poetry—this time. Do you know engines, wood-work, rigging, the organization of an aero squadron, how to handle Chinks? What do you think of the oft-disputed idiosyncrasies of the flying officer? What is the best plane this war has turned out—and why? What is the keenest human interest story you have observed? We want something from you, the best you can do from your Air Service experience. 1,000 words. Read the announcement on page 1.

Perhaps you're going home. Oh, yes you are—sometime. And, say, what could you do with forty bucks to make Main Street take another look? Don't forget that splurge in cits you want to give the home folks. Well, PLANE NEWS proposes to arrange all that for the most industrious one of you. 350 francs, at the least, we are prepared to shell out, and then some more for the ones who almost arrived. Think it over.

Just what do we want you to write? There is no limit to the field, except that it must be "shop talk." Give us the results of your experience in the Air Service, preferably of real value to aviation knowledge. But don't think PLANE NEWS is going to turn down your article if it is purely literary. Tell us, if you can, what you think of the Liberty engine, as compared with the Rolls-Royce or Sunbeam. Why do you prefer the rotary motor to the stationary? Give us the dope on the organization of the Major Repair Shops, or your particular branch. What does the Training Department have to do? And you men from the front, what is your favorite methods of attack—for planes, for balloons? What was your most interesting experience? Doctors, maybe you have some ideas on what civilian occupation best suits a man for aviation? Tell us what you do think? Come across.

Don't forget the limits: Your article must be on the Air Service; it must be less than 1,000 words; it must be in by January 15th.

Get busy!



LAZY LINES

By Lynn

Somebody got gay
With me and
Found a regular
Detail list for my
Official Jon Henry

Also some guy that
Had the straight
Dope slipped me
The information
I was to grab off
A commish with
Gold bars and
Regulation harness.

But Baker decided
That owing to a
Decrease in war
Business he'd
Better cut down
Expenses.

And he only left

Me 400 francs in
The hole for
Unyforms and
Etc.

Mostly so forth.

The truth of the
Matter is
I ain't wrote
Nothing because
I figured on
Springing a sur-
Prise by
Coming out and
Requesting
All you birds
To stand at
Attention while
You read
This kolyum.

REST!

EDITOR LEAVES POST FOR NEW DUTIES ELSEWHERE

The Post lost the valuable services of Captain Leo R. Sack, editor of the "PLANE NEWS", Statistical Officer and Liaison Officer, when he was called by the Chief of Air Service to carry on work in connection with the historical data being compiled.

Through his energy the paper has practically doubled, both literally and figuratively. Its scope has been broadened and has been brought up to such a standard that it is considered the official organ of the Air Service today.

It is a real newspaper in every sense of the word.

With his flexible pen, Captain Sack has covered every angle of aviation here and elsewhere in the A. E. F. May he continue in his new sphere to carry on his good work.

Captain Sack is a newspaper man of long experience and before entering the army was a member of the National Press Gallery at Washington, representing some of the large Texan newspapers.

His activities have not been confined entirely to literary work since being in the A. E. F., as he acted as Supply Officer at St. Maixent, assisting in equipping all squadrons proceeding through that Post. This experience proved invaluable when he entered upon his duties here as Liaison Officer, and he proved so successful in securing much needed supplies of a miscellaneous character, that he established a reputation of bringing home the bacon and it was due to this that he secured the moniker of, "Go get 'em Sack."

Captain Sack has been succeeded by First Lieutenant Thomas W. Ward, who will be assisted by Second Lieutenant J. H. Small.

VISIT THE TECHNICAL LIBRARY AND INSPECT FINE DISPLAY

Sometime in the near future you will be strolling along with your "buddy" when you get back to "des Etats Unis" and a peculiar looking airplane will dart through the air above you. Your buddy will at once rely upon you for he perhaps was not one of the A. E. F. You will proudly inform him that it is a German model, the Siemens-Schuckert Scout, type D-4 for instance, and again you are a wonder in his eyes.

Although you were in the S. O. S. and S. O. L. so far as seeing the genuine plane in action, yet there is not a single plane of any consequence that you can not study pretty much in detail at the Technical Library in the Red Cross Group. There is a display of sixteen separate types of planes that the Germans have been more or less successful in bringing into prominence during the war.

Not only that—it is a pretty good thing to know all about German Aviation—but what do you know about American Aviation? Can you tell what airplanes the A. E. F. used at the front? How about explaining to the curious group around the stove back there in your good old home town, all about what Yankee ingenuity did to win the war? What planes did they use and how were they able to beat the Germans in production and fighting force? Pretty good idea to line up on things before you go back, "n'est pas?"

No person who wants to learn these things need leave the largest aviation field in the world without knowing them. A few moments spent in the Technical Library in the study of the various displays will furnish a fund of information that will prove valuable.

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

RESOLVED!

HOLIDAY EDITION
Plane News

NO! ITS NOT A BUM
SALUTE COLONEL
IM JEST SWEAR-
ING OFF!



-NEVER TA LOOK A CORK SCREW
IN THE FACE AGAIN- BUT I THINK
I'LL TAKE THIS HOME JUST TA
SHOW THEM WHAT
FRANCE IS
FAMOUS FOR.



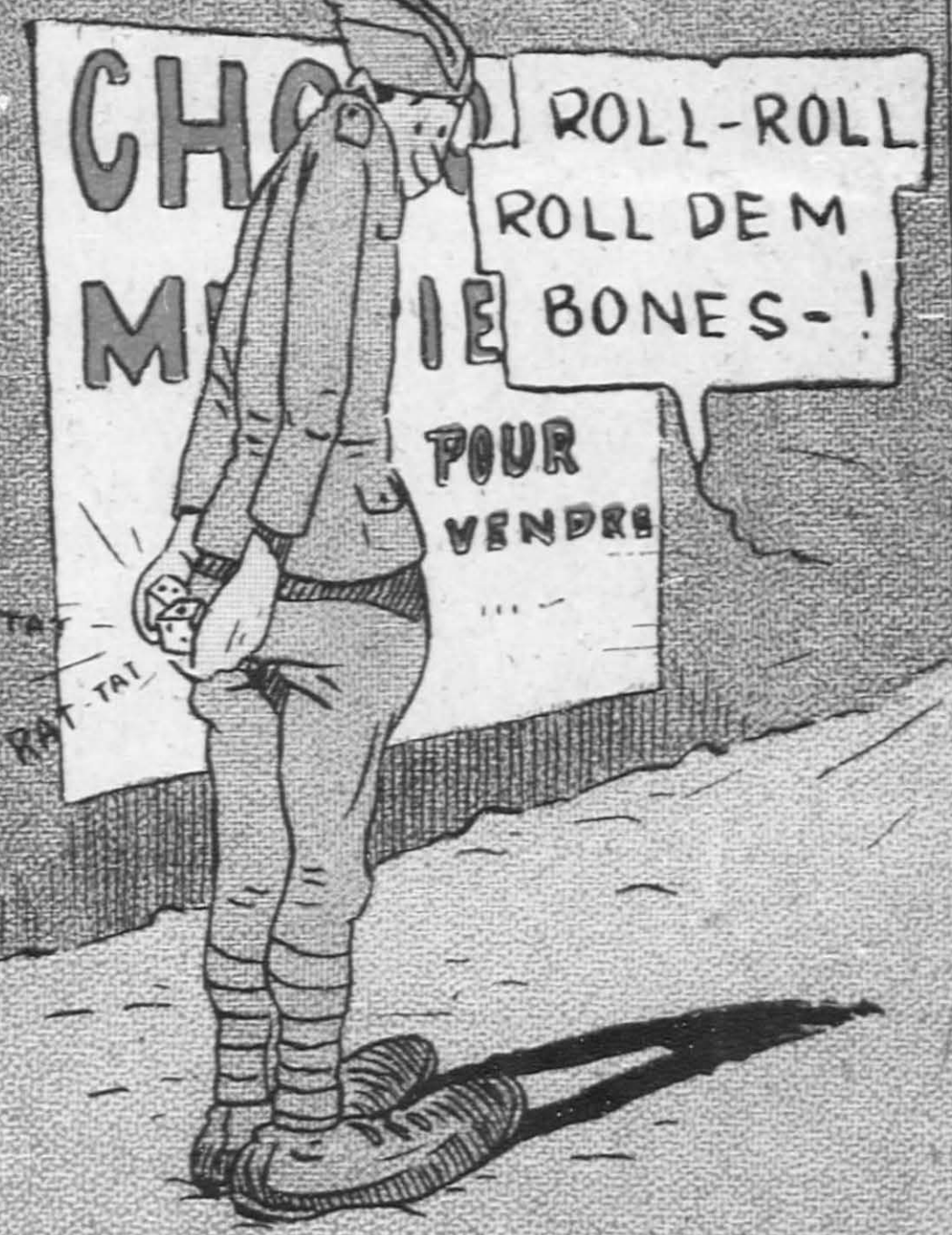
-NOT TA PAY ANY ATTENTION
TA THESE FRENCH SQUABS
BUT-A-A-A
BON JOUR
MA PETITE!



BON JOUR MON
VIEUX!



-NEVER TO SHOOT ANY
MORE CRAPS.



CADETS HAVE MADE
RESOLUTIONS TOO.

I'VE RESOLVED
NEVER TO FLY AGAIN

MAVOUSSI! DOGGONE IT
DIDNT I GO'N RAISE
A MUSTACHE THAT ANY
FRENCHMAN WOULD BE
PROUD OF.



YOU AINT
NEVER BEEN
OFF TH' GROUND
YET HAVE YA?

A.E.F.
AIR
SERVICE.

-NEVER AGAIN TO FEED TH'
BOYS GOLD FISH!



SAV WHERE D'
YA WANT THIS
GOLD FISH
SARG?

MESS SGT.

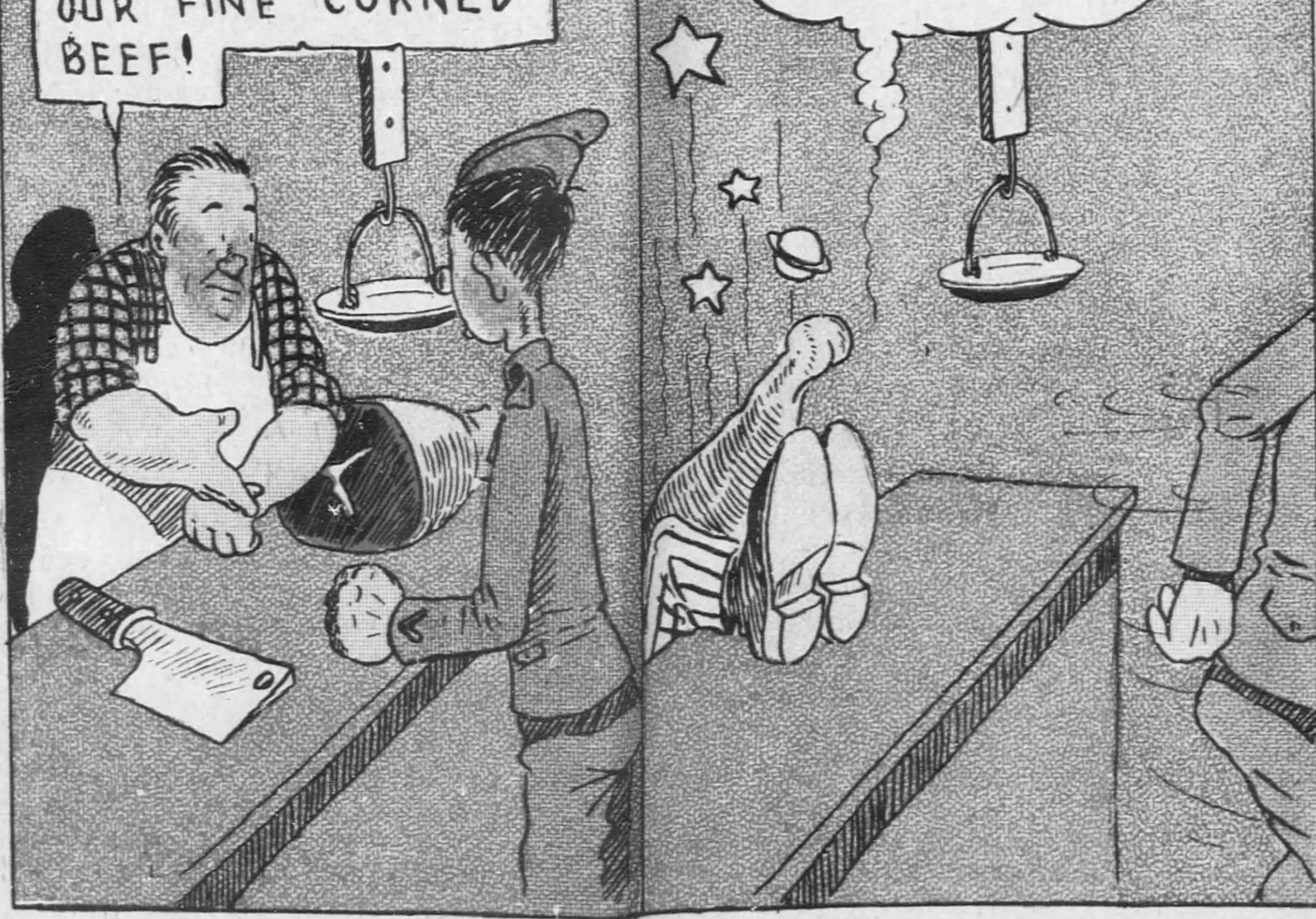
FREE
LUNCH

TO PUT ON
MY "CIVILS AS
TOOT SWEET
AS POSSIBLE
BUT-



NO I HAVENT ANY PIGS
FEET BUT WOULDNT
YOU TAKE SOME OF
OUR FINE CORNED
BEEF!

RESOLVED! NEVER TO
SELL CORNED BEEF
TO SOLDIERS!!!



-NOT TO LOOK AT TH' "VIV LA
PARISIENNE" AGAIN- BUT I
CANT TAKE MY EYES OFF
THIS TIME



LEMME SEE IT
WHEN VER
THROUGH SGT.

Not to git to hard
wid these new
civilian boots
He Top-



-To keep my
hair combed
and all button
fastened
sergeant



-To become a
non com or
be a soldier.
corporal



To continue in
my present
status, as the
most important
and necessary
man in the
army truck.





HERE'S A GOOD BUDDIE FOR YA GOOFY!

OO! OO!

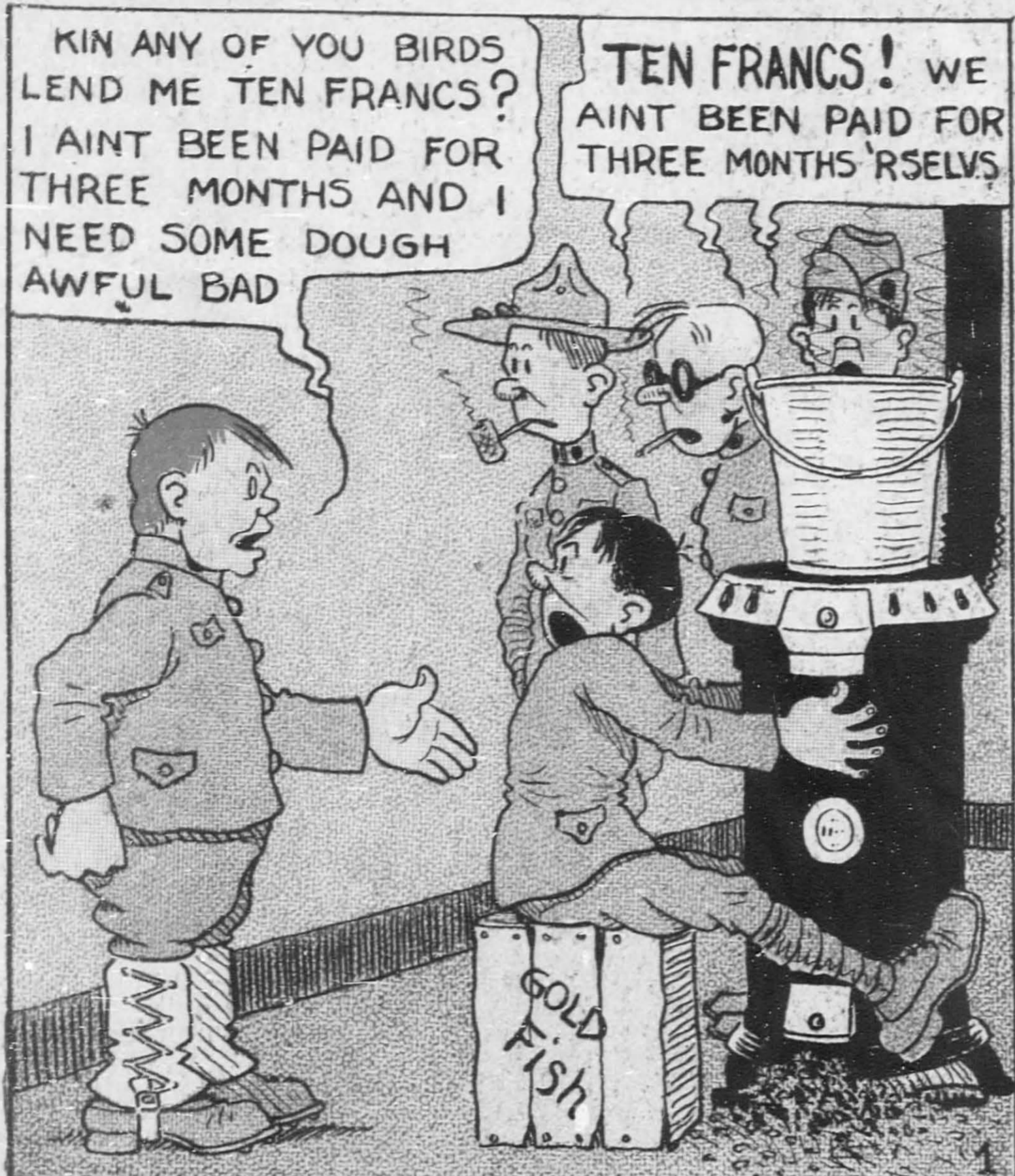
PRIVATE G.I. KAN

"SOME CASUALS SURE ARE DUMB."

HOLIDAY EDITION

Plane News

3RD A.I.C. A.E.F. FRANCE.



KIN ANY OF YOU BIRDS LEND ME TEN FRANCS? I AINT BEEN PAID FOR THREE MONTHS AND I NEED SOME DOUGH AWFUL BAD

TEN FRANCS! WE AINT BEEN PAID FOR THREE MONTHS 'RSELS

GOLD FISH



SAY FELLAS! I'VE BEEN FLAT BUSTED FOR THREE MONTHS AND I'M ASKIN YA LIKE A BROTHER-LEME TAKE TEN FRANCS TA SEND A CABLEGRAM HOME-

POOR OLD KAN IS ALWAYS S.O.L.-

WE'RE ALL IN THE SAME BOAT YOU ARE KAN-



I NEED TEN FRANCS TA SEND A CABLEGRAM HOME FOR SOME KALE-CAN ONE OF YOU GUYS STAKE ME FOR A WEEK?

GEE, I'M FLAT ON MY BACK! SORRY-

SAME HERE KAN-



I ONLY GOT 20 BUT HERE IS 10 UVIT KIDDER-

CAN IT BE THE TRUTH?



GEE I'M A LUCKY GUY- ONLY 100 FRANCS IN THE WHOLE DARN OUTFIT AND I GOT TEN UVIT-NOW FOR THE Y.M. TO SEND THAT CABLEGRAM-



SAY BUDDIE I'M A CASUAL AND I'VE ONLY BEEN IN FRANCE TWO DAYS-CAN YOU GIVE ME SOME INSIDE DOPE ABOUT THIS COUNTRY-

YES I'LL TELL YOU ALL ABOUT IT BUT I WANT YOU TO SEE IF THIS CABLEGRAM SOUNDS O.K. FIRST- I'M CABLING HOME FOR CASH-



ALRIGHT SHOOT!

Dear Folks:-
We have 125 men in our outfit and only 100 francs and -

SLUP SLUP



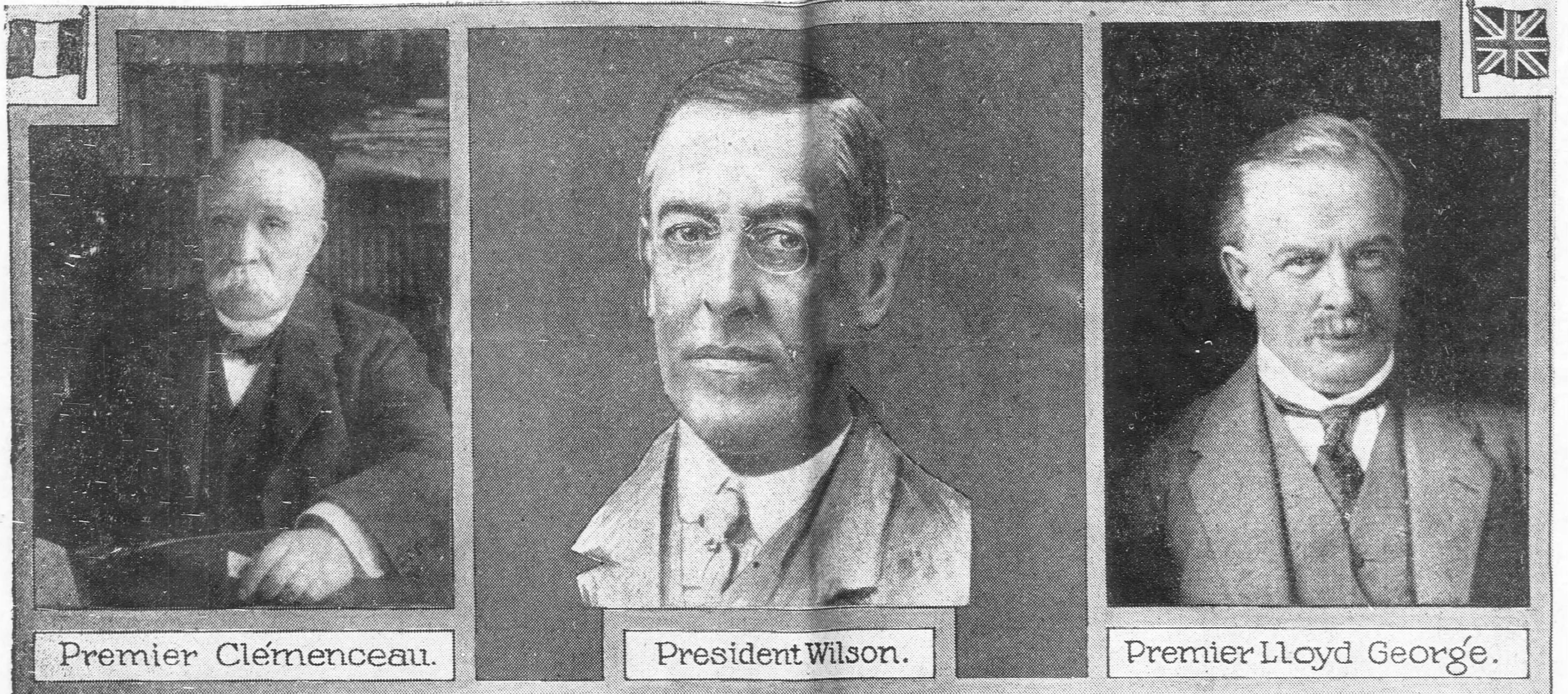
HUNDRED FRANCS! MY GOODNESS YOUR C.O. MUST HAVE A HARD TIME TELLING ONE MAN FROM THE OTHER HAVING 50 MANY MEN WITH THE SAME NAME IN ONE OUTFIT-WHY DOESN'T HE CALL SOME OF YOU JOHN-GEORGE-JACK ETC. INSTEAD OF FRANK?



OW YOU DUMB OWL!

TIM LAFF

They Guided The Allies To Victory



Premier Clémenceau.

President Wilson.

Premier Lloyd George.



Field Marshal Joffre.

Field Marshal Foch.

General Pershing.



King George, England

King Albert, Belgium

King Victor, Italy.

Field Two Scene of First Flights Here Closes With Interesting History

Lieutenants D'Olive, Orr, Lindsley, Carruther, Cox, Harding, Fallmer, Brown, Case and Dudley Are Some of Former Instructors Who Won Distinction in Action at the Front

The second act of the closing performance of this institution has been enacted this week in the closing of Field Two and the departure of the 35th and 80th Aero Squadrons, both of which have set an enviable record in maintaining Field Two, the scene of the first instruction activities at this post.

Their duties have been fulfilled and they will soon be rewarded by a glimpse of the Statute of Liberty and a joyful home-coming.

It was upon this field that the first machines were assembled and the first flights made at what has since become the largest flying grounds in the world. During September and October, 1917, there were erected at this field five rows of hangars of six hangars each and one row of three hangars. These 33 hangars contained all the aviation equipment with which the post was then fitted.

The Early Days

One hangar was devoted to the Aero Motor Repair and Machine shop, two hangars were used for the storage of aero supplies, four hangars were used for aeroplane repair, six hangars were used for assembling and test department and also the storage of unassembled machines, three hangars were used for 23 Meter Nieuport single and double control machines, three hangars were used for 18 Meter Nieuports, eight hangars were used for 15 Meter 80 and 120 H. P. types, one hangar was used for Field Service, one hangar was used for a guard house and shelter for enlisted men and the remaining three had Aero Construction Squadrons in them.

All aeroplanes and motors were repaired and cared for at Field Two, which was then designated as the Main Field. In the morning when flying started students were detailed to fly the planes which had been reported as being in commission the night before to the fields at which the classes were held. Eighteen meter machines were flown for class use at the spiral field, which was later designated on the official map of this post as field four. Acrobatic machines were flown to the acrobatic field, now designated as field six. All 15-meter machines were used at St. Valentine field, which was started shortly after the main field had been straightened out. Later the 15-meter, 80 h. p. classes were held at what is now field five. At the close of flying all machines that were still in commission were flown back to field two and those which had been damaged and could not be repaired by the detail of mechanics stationed at each field were hauled into the main hangars.

Lieutenant Rickenbacker was chief engineering officer, with Lieutenant Spigel in charge of the miniature machine shop and Lieutenant Bardwell in charge of the Aeroplane Repair Shop. The only class work which was regularly conducted on field two was that of the 23-meter Nieuport, double single control, classes. The first flight was made in a type 21, 15-meter 80 h. p. Nieuport by Lieutenant Fauville of the French Instruction Staff. On the same day Captain Miller made a flight in a type 21 Nieuport. Lieut. Fauville wrecked the plane he flew in landing, but this was not the first plane to be damaged, inasmuch as one machine had been wrecked through inexperienced loading. Both machines, however, were later repaired and put into service.

The Versatile Cadets

In November, 1917, fifteen cadets were assigned for administrative duties about the field and these men later took over its entire management. Cadet (now captain) Dana superceded Lieut. Bardwell in charge of Aero Repair; Cadet (now Lieut.) Canan was in charge of 18-meter Nieuports; Cadet (now Lieut.) Dennison was in charge of 15-meter Nieuports; Cadet (now Lieut.) Michael was in charge of 23-meter single and double controlled Nieuports; Cadets Wall and Wilcox were in charge of 15-meter 120 h. p. machines, which soon

went to St. Valentine field, and the others moved from field two went to the fields to which the various types of machines under their supervision were assigned. Cadet Bailey was in charge of assembly and Cadet Doster did all the ground work for the Test Department. Cadet Williams had been assigned as Lieut. Rickenbacker's assistant, and on December 3, 1917, when Lieut. Rickenbacker left for Cazaux was assigned to the supervision of the field. Cadet Thomas was in charge of all aero supplies at the field.

The movements of the various types of machines from field two was simultaneous with the opening of the respective fields at which these types are now used. All repairs and testing was done at field two until the establishment of the other outlying fields. The testing was first in charge of Lieut. Koechlin and Corp. Faunt Le Roy, of the French Instruction Staff. Upon Lieut. Koechlin being assigned as receptionist at Villa Coublay, Corp. Faunt Le Roy was made chief tester and shortly after mustered out of the French Army. It seems but a fitting place to note that Mr. Faunt Le Roy served for a period of little more than a month as a civilian, offering whole-hearted and energetic services, as a tester, of incomparable ability.

The field continued under the supervision of the cadets who were assigned there until the latter part of March, when the present machine shop, and plane shops and test lines were in operation. At this time the Engineering Department was established as an independent department at the post and Capt. John N. Thorpe was assigned as commanding officer of fields one and two.

Capt. Thorpe's Regime

When Capt. Thorpe was assigned as officer in charge of fields one and two, there remained at these fields only the 23-meter double control machines and the Rouleurs, as at present, and the movement of the shops and test line caused it to lose its designation as the main field.

It seems a fitting place to record one experiment that was first tried at field two, that was the mud guard for planes. The flying field was very muddy here and consequently a great number of propellers were broken. This mud guard was first made in the miniature shop on this field. It proved of such a great success that it was adopted on all the fields and planes throughout France.

The construction of a road was begun in March, connecting this field with the main camp. This proved to be one of the best assets to this field, in view of the fact that before the completion of this road to main camp the trucks had to be sent over the field, and on account of this fact the loss of time was very great. The road increased the efficiency greatly in the extra tonnage and time saved in making trips from this field to the Aero Supply.

Another experiment that was tried during Capt. Thorpe's administration was the speaking tube and also the electric telephone for planes. The speaking tube was found to be a success, inasmuch that it was easily installed. The telephone was very difficult to install and also hard to keep in repair, as well as being complicated. Therefore the speaking tube has been used in preference to the electric telephone at this field.

Capt. Thorpe remained in charge of fields one and two until May 7th, 1918, when he was relieved from command and 1st Lieut. E. Norman Hunt was placed in charge. Capt. Thorpe was assigned to duty as officer in charge of training of fields one and two. During the month of Lieut. Hunt's jurisdiction the fields remained at par as to efficiency.

Lieut. Hunt remained in charge of fields one and two until June 8th, 1918, when Capt. Thorpe was again placed in charge of the fields. During Capt. Thorpe's second administration he arranged to have three more barracks

built at this field. This was a great convenience, as there were about one hundred men on duty at this field that were quartered at the main field. These extra barracks enabled the men to be quartered here. They were attached to the 35th Aero Squadron for quarters and rations and attached to fields one and two for duty. All of these men were from the 80th Aero Repair Squadron, and since the time the 80th Aero Repair Squadron was attached to this field they have been a big factor in adding to the efficiency this field has reached this date. Capt. Thorpe was laying the solid foundation that is needed in making a success of any business or project at these fields when he was relieved from command and Capt. Howard S. Curry (now major) was put in charge of fields one and two.

Enter, Major Curry

Major Curry carried on the work that was laid out by Capt. Thorpe, in connection with several ideas that he tended to make these fields the success they have reached today. This seems to be a propitious time to mention one of the greatest misfortunes that has ever befallen this field. About 11:30 a. m., July 20, 1918, just after the mechanics had gone to lunch a great wind came up so quickly and with such violence that before the men could get out on the field after the guard had given warning, practically every plane on the field was damaged to a great extent, and the hangars were ripped to pieces. In the afternoon the velocity of the wind was reported at 80 miles per hour by the meteorological department. It was necessary to tie the planes down in the hangars. On field one the damage was not so great as on field two at first, but in the afternoon there was one hangar very nearly destroyed and several planes very badly damaged. It might be stated at this place that the enlisted personnel of these fields responded with a will to lessen the damage that was likely to occur. This storm kept the fields from flying for three days.

In June the hangars were changed to face the west instead of the south, and in August construction was begun on permanent hangars, which were completed in September.

Instructor's Record

Fields one and two have been very fortunate in securing the services of the best moniteurs in the A. E. F. The members of the instructor staff that have gone to the front have won distinction in the service. In fact the pilots latched from this center have proven to be the best of all pilots sent to the front. Several of the pilots have been killed in action. The following is a list of the men that have either won D. S. C.s or brought down one or more German planes that were former members of instructor staff:

First Lieut. Edward Orr won his D. S. C. as follows: "In the Toul sector on August 28, 1918, Lieutenant Orr, flying low with an infantry observer on an unprotected reconnaissance mission, encountered a patrol of eight enemy planes near the American balloon line. The patrol was sighted just as one of them dived on the balloon with the intention of destroying it. Without hesitation Lieut. Orr attacked this plane and followed it to within fifty metres, firing his single front gun against the double guns with which the German plane was equipped. After a violent combat all the enemy planes were driven off. Lieut. Orr was accidentally killed on September 14, 1918."

First Lieut. Charles R. D'Olive won his D. S. C. as follows: "Near Saint-Benoit on September 12, 1918, Lieut. D'Olive, in conjunction with another American pilot, engaged and fought five enemy planes. Outnumbered and fighting against tremendous odds, Lieut. D'Olive shot down three army enemy planes and outfought the entire formation."

There are several others that have won distinction in the service and have

Supply Department Praised

The Supply Department of the 3rd A. I. C. was praised as being the best arranged and neatest in the Air Service in France by Col. Halsey Dunwoody, chief of supplies for the Air Service, following an inspection by the Colonel a few days ago.

Colonel Dunwoody was accompanied by Mr. Howard E. Coffin, former chairman of the Aircraft Production Board.

several Boche planes to their credit. The following is a list of former moniteurs of fields one and two and the number of enemy planes to their credit: First Lieutenants Henry D. Lindsley 3, Lewis L. Carruthers 3, Paul S. Cox 3, Lowell S. Harding 2, Harry Follmer 2, Ben E. Brown 2, Walter E. Dudley 1: 2nd Lieut. Walter E. Case 2.

Administration of Capt. Knight

Major Curry remained in charge until August 27, 1918, when he was relieved from command and Capt. Theodore C. Knight, A. S. (then 1st Lieut.), was placed in charge. It was under Capt. Knight's administration that fields one and two have reached their highest degree of efficiency, both in number of ships O. K. and the number of students latched. Capt. Knight has done very much in the building up of this field, having walks, roads and barracks constructed under his direction, which added greatly to the comforts of the men and relieved the crowded conditions to a great extent. He then had a water piped into all barracks, and he set aside a part of one barrack for enlisted men's recreation room and did many other things in general that were of great benefit to the field. Capt. Knight has increased the number of ships O. K. from about 45 per cent in commission when he took command to about 95 per cent today. There have been more students latched during his jurisdiction than under any other commander. October was the best month in the history of this field, having latched 572 students.

Field one has always been run in conjunction with field two. The personnel having been furnished from field 2. The ships on field one are the Rouleurs, or commonly called "grasshoppers", derived from the fact that they have not sufficient wing service to take off.

This field has been very fortunate in the few aeroplane accidents that have occurred here, but there have been five accidents that have proved fatal. These five accidents have claimed a moniteur each time. Three of the moniteurs were killed at this field and two were killed at St. Jeans-de-Monts, Vendee, France, while on detached service.

First Lieut. Richard Anderson was killed while instructing a student on May 25, 1918. His services as moniteur were conscientiously and courageously performed.

First Lieut. Lenwood H. Ott, A. S., was killed while instructing a student on August 9, 1918. He had served as a moniteur since April 12, 1918, giving up his chance to go to the front and win laurels there, to remain here and train others to go to the front. His services as moniteur were conscientiously and courageously performed.

First Lieut. Merrill Blanchard, A. S., was killed in an aeroplane, while undergoing instruction in Aerial Gunnery, at St. Jeans de Monts, Vendee, France, October 20, 1918, Lieutenant Blanchard, was without a doubt, the best moniteur of field number two. His work was thorough and conscientiously performed and, he, at all times showed a willingness to work overtime so as to send to the front as many trained pilots as possible. He had served as a moniteur and also tester since June 21, 1918.

Field Lieut. Roy C. Carter, A. S., was killed at St. Jeans-de-Monts, Vendee, France, while undergoing instruction in Aerial Gunnery, October 20, 1918. Lieut. Carter had served as moniteur of Field 2, since June 21, 1918. He was one of the best moniteurs, as he had been chosen for combat instructor in the States.

First Lieut. Clair W. Welty, A. S., was killed while instructing a student, at this field, November 10, 1918. He had served as moniteur since June 22, 1918. His work was carefully and diligently performed.

The following is a list of moniteurs that have been on duty at Field 2 but have been sent to the front, or back to the United States as combat instructors. Their services as moniteurs were conscientiously and courageously per-

CONTINUED ON PAGE 8

EPISTLE OF PETER

By Gene D. Robinson

CHAPTER EIGHT

Oohlala, France

Its still raining

Sidekick Steve:

Well Steve, every day when I get out of the hay, they's a new rumor saying that such and such a outfit is going home, and what not else dope on the subject, but the nearest I got to home yet is reading about the worlds series. My girl writes me that as I was coming home so quick that she would stop writing me as I would no doubt be gone before her letters got to me, and aint that the limit Steve I tells her Steve, that if she wrote me another letter as fast as she did the last one, I would be in another war by the time it reached me, which same is just some of my kidding chatter Steve, as they's no more chance of me being in another war than they is of a safety razor company using the Statue of Abe Lincoln to advertise their products.

But thats kinder off the subject as the warden told the guy which asked to be let out Steve, and what I started to tell you was that I come near being married to one of these French blue Damselles, which wasn't no fault of mine Steve. I was up to Paris at the time President Wilson was Steve, only they made a little more fuss over him than they did me, as I was standing on the street so's President Wilson would have a chance of recognizing me as the guy which carried Distill County for him once by voting twice, they was a French girl yells, "Viva L'Amérique" at me, which same is French for, "I hope America don't go dry." So I says, "Comma telley garlic", to her Steve, which is the high-brow French way of asking how a guy is and the like, and she says a string of them trick French words Steve, which no Yank ever knows enough of expect to get a drink on. She was so good looking Steve, that if she had walked up when Mark Anthony was getting off his love chatter to Cleopatra in the desert, Mark would of refused to let Cleo stir his Vin Rouge after seeing her.

I walks six or ten blocks with her Steve, and for all I knowed she might of been talking about the sense of naming a baby until they knowed whether it was going to be idiotic or not, but I aggress with her no matter what it was Steve. Well we finally comes to the second story of a threestory house, and as I was standing in the parlor of the place, her old man comes in and says nothing in English, but makes a lot of motions likes he was shell shocked, or had married a Hulu Hulu dancer, and I nods my head like I always does when the top kick asks me if I got in before taps, and the old guy goes out of the room.

Steve, knowing me as you have for so long, it won't surprise you what happens them. None else but a preacher guy comes in the room, and the French blue Damsell was dolled up like she was going to appear in the Follies, while the old man was rubbing his hands and figgering how many cigarettes I would give him after the marriage, for thats what they figgered was going to come off Steve. Well Steve, my girl has fell for a slacker back home, and the like, but when a girl marries me she's got to tell me about it first in United States, so I gives the old man the address of a 2nd Lieutenant that I knowed was wanting to get married, and beats it, but outside of that everything was lovely.

President Wilson didn't recognize me Steve, and I guess its 'cause I was in a uniform and looked like the other Yanks, but no doubt General Pershing will tell all about me.

Yours 'til New York is bone dry,
PETE

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.

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.

French Parisian gentleman, extensively connected among business houses throughout France, desires to connect with substantial American Firms, with a view to handle their lines in France. Headquarters in Paris, representatives or members of U. S. Firms, at present with the A. E. F. please communicate. Address, J. M. B., c/o Plane News, Issoudun (Indre). e-o-11f

Tribute Paid Wilbur Wright by Monument

Speaking at Le Mans, the city of France where Wilbur Wright "first demonstrated to the people of a foreign land the practicability of aerial navigation by an apparatus heavier than air," Ambassador Sharp on Sunday last, lay the first stone of the monument which Le Mans is erecting to the American pioneer. At the same time the Aero Club of America, through its Foreign Service Committee, presented a bronze plaque to the City, "in the name of all American aviators for its delicate thought of consecrating a corner of France to the memory of Wilbur Wright." The City of Dayton, home of Wright, presented a bronze wreath.

It was ten years ago that Wilbur Wright introduced his science to Le Mans and France, establishing a record flight of one hour and two minutes with a passenger, M. Painleve, who was one of the speakers at the commemorative ceremonies. Present also was a direct descendant of LaFayette, Mlle G. de Beaumont, and the occasion was made one of especial American praise of the efforts of her chivalrous ancestor in the establishment of today's champion of liberty. Mlle. Beaumont, in gratitude, presented to Ambassador Sharp a personal memento of the Marquis, an umbrella which he long used.

LeMans, like Tours, is a French city thoroughly Americanized. In and about the city there are approximately 130,000 khaki soldiers. The Square du Tunnel, where will be the monument, was thick with Yankee faces. An American military band welcomed the distinguished party of visitors from Paris. It was as if Mr. Sharp, in spreading the mortar to fix the first stone of France's tribute to the United States, was but cementing once again the ties which the two nations have already found as their common bond.

Speeches were made by the Mayor of Le Mans, M. Buon, by Senator d'Estournelles de Constant, the President of the Wilbur Wright Committee, by the American Ambassador, by M. Painleve, and by Bron d'Aubigny, Deputy of Le Mans.

PLANE NEWS HAD TROUBLE IN STARTING

CONTINUED FROM PAGE 1

his hair. "This cursed French type assortment hasn't enough 'W's' to set two sticks."

"Use 'M's' and turn 'em upside down," replies the editor, lighting another cigarette and passing the "fruit" to the thirsty poet.

On into the night they worked, while the "refreshments" were transformed into inspiration, and ever and anon came the sharp crackle of a lone rifle shot, followed shortly by a ragged volley. "Tis only the faithful 'Guard' shooting at the 'mysterious lights,'" says the editor to the restless poet.

"It's a cruel war and a hard world," says the artist. "And none of my pictures ever suit you."

"I'm trying to protect our readers," says the editor, stoking the stove vigorously.

By using the type from the first page for the second page, the Holiday edition was finally given to the waiting world. And the fact that every copy was bought up, read and sent home was sweet balm for the tired legs of the staff, who had taken turn about kicking the old foot-power press in order that the paper might come out on schedule.

Since that day so many things have happened. Memories bright and dark, come rushing into our minds. Scores of the friends who read the first Holiday edition of PLANE NEWS have made the supreme sacrifice and their names are inscribed on the roll of those who have died for their country. Their memory will always live in our hearts.

It has been a year of much work and little glory for most of us, yet each has had some part in winning the victory and peace that we shall presently enjoy. No man among us, whether humble K. P. or famous pilot, need be ashamed of having been with the Air Service, if he has done whatever job he had as well as he could.

Of the personnel who issued the first Holiday edition but three men remain. These with the other members of the staff join in wishing the readers of the PLANE NEWS a Merry Christmas and a Happier New Year.

Last But Not Least, We Have the Liberty Ladder



One of the most convenient and useful devices that has been developed for facilitating the work on Liberty engines is a small hanging ladder, designed by Pvt. C. F. Hamilton of the 149th Aero Squadron, Field 10. The above photograph shows the designer demonstrating its use.

The ladder is hooked on the exhaust pipe of the engine and in this position allows the mechanic easy access to all the upper parts of the motor without the necessity of stepping on the drift wires of the plane.

When it was brought to the attention of 2nd Lieut. Arthur H. Klein, engineering officer of the field, he at once ordered a number made for use in the hangars.

Christmas at World's Largest Aviation Center

CONTINUED FROM PAGE 1

of the Issoudun hospital and sang for them. Here also was a genial white-bearded patriarch of the day. Mr. Marshal of Hut 1 made a most successful Santa Claus for the camp hospital.

The Issoudun division of the 'Y' distributed approximately 17,000 Xmas packages. Of this number Hut 1 gave out 3,000, Hut 2 1,200 and the outlying fields 2,400; 10,000 were given at Montierchaume. The hospitals, the Chinese laborers and the guard house received about 1,100. Fully 1,300 such gifts went to the Foresters, the men of the Tank Corps, the workers in the gas mask factory, the M. P.s and men of the R.T.O.

The Red Cross

There were two festooned trees in the quarters of the A. R. C., in the canteen, likewise in the Officers' Mess. In the canteen the night of the 24th was the big occasion. Fifteen hundred packages of cigarettes, tobacco, gum, and chocolate were distributed. There was an orange for each man, and lemonade and cake for the asking. A jass band made everyone happy, while there was dancing in what little room the crowd left. Colored soldiers from the 345th Labor Battalion gave a serenade much encored.

On Christmas afternoon French children were entertained, while Aspirants sang their songs and enjoyed Red Cross hospitality for over two hours. All of the canteen workers at some time during the day visited one of the two hospitals. And as if it were not far more than enough for these indefatigable girls to serve our wants daily as they do, the comparatively small number of them that we have here gave six hundred francs, which was largely responsible for the entertainment provided and the presents for all.

To the officers and cadets who enjoyed the dinner at the Officers' Mess Wednesday evening was given a present as heartily acclaimed as it is useful—nothing less than a pair of woolen pyjamas, by the various chapters of the Red Cross in the States. It must be confessed that official dignity was forgotten for the moment, for soon the room contained a hilarious sea of backs, blue, white and pink. Dancing followed—but not in pyjamas.

Base Hospital 59

It seemed to be the consensus of opinion that the Hospital at Issoudun should share major honors. Perhaps because all know so well the fate of a casual. And nothing was more appreciated there than the efforts of forty colored men from the 345th Labor Battalion. In every ward a chorus of negro voices brought smiles from beneath bandages and naturally there was negro dancing and negro preaching, the latter by "Deacon" Norman Simmons. Those who led the singing were: Oscar Thomas, James Richard, Jr., Perry Owens, and Ed. Myers. Willie Turner and Johnny Williams danced to music furnished by Joe Williams.

In response to a late request made by the PLANE NEWS Tuesday morning, the various organizations and officers of the Main Field, likewise all the out-

ON THE OUTLYING FIELDS

FIELD TWO

On Saturday, December 21st, Field 2 was officially closed and the few remaining ships were transferred to the main field. Since that date the work here has consisted mostly of getting ready to leave.

Both squadrons on this field, the 35th and 801st, are on the priority list to go back to the States with the Second Group, under the command of Captain Knight.

During this delay the squadrons keep busy. Each morning finds them in the gymnasium, fitted up in one of the hangars, for an hours work. In addition to this an hours drill is given each morning from ten until eleven o'clock. A formation is also held each day, at which the men must fall in with their packs and travel equipment complete.

FIELD THREE

The Holiday spirit prevales on all sides at Field 3. Christmas day was a merry one indeed. Christmas eve found most of the boys at the Y. M. C. A. huts or Red Cross joining in the merriment. Packages were distributed by both, giving a home-like touch to the occasion. The gym, too, has been well patronized throughout the week by officers and men.

FIELD SEVEN

Captain Davis has returned from his leave, which he spent in Nice and Paris, and has assumed command of the field again.

Lieut.-Col. Bingham and Major Lanphier were the guests of honor at a dinner Christmas Day of the officers of the field. During dinner the officers Jass Orchestra entertained those present.

FIELD EIGHT

While basketball has been the predominating sport at this field's new gymnasium, during the past week, additional equipment has been received and the hangar is rapidly assuming the appearance of a regular gymnasium. The three squadrons of this field each have a quintet.

lying Fields made immediate donation of money and great quantities of tobacco, all to be given to the Hospital at Issoudun. Eight large bags of tobacco were distributed. In cash 275 francs were contributed. 180 francs was used to buy Camel cigarettes and matches, which were given out with the tobacco contributions on the afternoon of the 25th. The remaining 95 francs, with whatever more is forthcoming will see that more tobacco or chocolate reached the hospital on New Years. Especial thanks should go to the Company B of the 128th Engineers, who together with the Headquarters Company contributed, not only much tobacco, but 95 francs in cash.

Among the contributors worthy of mention: Headquarters and Co. B 128th Engineers, 642nd Aero Squadron, 26th Aero Squadron, PLANE NEWS, and one large mail sack of tobacco from the Y' donated by individuals.

Talks on Everything From Medics to Welding

Lecture Course on Numerous Subjects at Catholic Chapel Begins Jan. 2nd

A series of most interesting instructive short talks have been arranged by Father Sullivan, chaplain, to be given in the Chapel on Broadway by some of the most prominent members of the Post. The list of subjects, as appended, cover a remarkably wide range. Not a man at this Center but should have deep interest in some one or more of them. These talks will be of one half hour's duration beginning at four-thirty on the dates specified.

Thursday, Jan. 2nd: The Developments in Medicine by Col. Leonard Rountree.

Friday, Jan. 3rd: The Worker and His Wages by Father Sullivan.

Monday, Jan. 6th: The Human Machine, its defenses, its operations, its care by Major E. C. Schneider.

Tuesday, Jan. 7th, The Advantage of Acetylene Welding by Capt. Charles Babcock.

Wednesday, Jan. 8th: Modern Tendencies in the Administration of Law by Capt. O. B. Wyman.

Thursday, Jan. 9th: Transmission of Electrical Power by Capt. H. F. Pierce.

Friday, Jan. 10th: Business Conditions Before, During and After the War by Major Charles Godfrey.

Crack Teams Put 'Pep' Into Plane Contests

CONTINUED FROM PAGE 1

Fourth—field five, 21 min., 40 sec.
Fifth—field three, 22 min.
Sixth—field two, 25 min., 5 sec.

THIRD OPERATION

First—field fourteen, 20 min.
Second—Aero Repair, 24 min.
Third—field five, 28 min.
Fourth—Assembly and Test, 31 min.
Fifth—field three, 32 min., 45 sec.
Sixth—field two, 32 min., 50 sec.

FOURTH OPERATION

First—field fourteen, 36 min.
Second—field five, 42 min.
Third—Aero Repair, 42 min., 30 sec.
Fourth—field three, 49 min.
Fifth—Assembly and Test, 49 min., 30 sec.

Penalties for the first three to finish are as follows:

Field fourteen, 10 sec.
Field five, 2 min.
Aero Repair, 40 sec.

This changes positions of field five and Aero Repair. The finals being as follows:

First—field fourteen, 36 min., 10 sec.
Second—Aero Repair, 43 min. 40 sec.
Third—field five, 44 min.

Let us go over the figures for time of some of the operations. It is really interesting, and to those who really appreciate just what one of these operations mean, it should be interesting. In the first operation, that of taking down the wings and lashing them to the side of the fuselage; in other words, to prepare the ship to be towed or loaded on to a truck ready to be transported to some designated point. The first three teams, as the above figures show, did it in remarkable time. Field fourteen consumed 5 minutes. Aero Repair 5 minutes 40 seconds, and Assembly and Test 6 minutes 40 seconds. In the second operation, that of putting it back together, ready for flight, field fourteen consumed 11 minutes, Aero Repair, 11 minutes 14 seconds, Assembly and Test 12 minutes 50 seconds. The third operation, that of taking the motor out of the plane, taking off the casserole, completely disconnecting everything so this can be removed, was done in the remarkable time, as follows:

Field fourteen consumed 4 minutes, Aero Repair consumed 8 minutes 20 seconds—which is considered record time, and goes to show that field fourteen, in doing this operation in 4 minutes did something wonderful. It is questioned whether this could be equalled by any other three men in the world and probably will stand as a world's record for a long time to come.

The last operation, that of installing the motor, timing magneto, connecting up oil and gas line and starting motor, was easily won by field fourteen. They completed the operation in the remarkable time of 16 minutes. This also can stand as a world's record.

Week's Entertainment

Besides many things unpublished, the 3rd A. I. C. boasts ten "theatres" that for months past have proved beneficial in keeping up the morale of hard working mechanics and untiring flyers, thru the efforts of Lieut. J. J. Flaherty, officer in charge of entertainment.

Christmas found the corner of Broadway and the outlying districts a place of amusement. The center is on the circuit of the Overseas Theatrical League and as a result thereof has been furnished with real art and talent from the stages of America.

Night Life Here Too

Such persons as Miss Clara Blandish, star in "Widow by Proxy," and Dorothy Chesmond from "Peg O' My Heart," have beamed from the spotlights of the world's largest aviation center, as well as local personnel of the center. Among the local stars appearing were Sergt Tom Garrett, whose fame as a hypnotist is widespread, Luke An ella and Cadet Spatz, the Fay Concert Company and the Hayes Seven Vaudeville Troupe of Montierchaume.

Coming Attractions

On New Year's night a comic drama entitled "Dark Moments in the Battle of Issoudun" will be produced in paramount rivalry of anything Keith ever put over on the old white light path. The available talent promises to cover all former efforts with glory on that night and a beauty chorus that would make the Follies-Bergere look like a Sunday School picnic will set the new year off right.

Shin-Dig Same Night

On the same evening there will be several other one-act skits, playlets and shin-digs. Performance starts promptly at 7:30 p. m., Hut 2. After the show a dance will begin at 10 o'clock and will continue until the old year has fled and 1919 waltzed in.

The officer's and enlisted men's dances of the past proved very popular through the efforts of both Lieutenant Flaherty and his entertainment assistant, Sergt.-Major James D. Meenan, 642nd Aero Squadron.

The English WAACs (I always forget them periods) also have found that dancing helps to build tanks and that a snappy jazz puts the long-haired orchestra of Leoster Square in the shade like a full-house at a poker mazaar.

And the Red Cross and Y. M. C. A. ladies know America and Americans so that they had nothing to learn, except that a goofy looking bird that might need a haircut could be the daintiest dancer in the world.

FIELD TWO SCENE OF FIRST FLIGHTS HERE CLOSES

CONTINUED FROM PAGE 7

formed. First Lieutenants, Robert D. Bedinger, James G. Haizlip, Virgil Hine, Park P. Jones, Malcolm G. Allison, Roland F. Potter, James D. Francis, Archie S. Woods, Jerome B. Wise, Thomas L. Dawson, Gerald C. Bishop.

The following is a list of the Commissioned Personnel of Fields 1 and 2, on duty at the present time, and the duties performed; Officer in Charge, Captain Theodore C. Knight; Adjutant, 1st Lieut. Ed. Kenway; Medical Officer, 1st Lieut. A. M. Woods; Commanding Officer 35th Aero Squadron, 2nd Lieut. Preston M. Albro, A. S.; Adjutant 801st Aero Squadron, 1st Lieut. Jacob S. Yorger; O. C. T. Field 1, 1st Lieut. George W. Forrester; O. C. T. 1st Lieut. James B. Kincaid; Ass't. O. C. T., 1st Lieut. Arthur T. Bissonette; Engineering Officer Field 1 and 2, 2nd Lieut. Edwin A. Hurlbut; Ass't Engineering Officer, 2nd Lieut. Charles H. W. Berry; Chef de Piste 1st Lieut. Henry L. Badham; Supply Officer, 2nd Lieut. Ora G. Douglass.

Moniteurs field one, 1st Lieutenants: Irvin J. Higgins, Gerritt V. Weston; 2nd Lieutenants: William E. Cameron, Franklin H. Devitt, John Q. Kiler.

Moniteurs, field two, 1st Lieutenants: Golden H. Benefield, Herbert F. Duggan, Irving D. Fish, Dean Hole, Barney H. Landry, James P. Moonan, William E. Rogers, Horace W. Stunkard, Bernard M. Wise, Walter M. Wotupka, Harry C. Fishel, Frederick W. Horton, Charles R. MacKan, Charles P. Maloney, Walter W. Randolph, George E. Smith, John R. Worthington; 2nd Lieutenants: Russell M. Bandy, Jr., Edgar A. Rogers, Joe W. Savage, Burgess F. Creeth, Russell C. Gates, Russell Gomes, Henry B. Hankey, Rodman B. Montgomery, John P. Morris, Lyle C. Smith, John B. Swem, John H. Thompson.

BRONZE SHIELD TO MARK SITES OF FIELDS HERE

Local Foundry Moulding Memorials That Exact Locations Be Not Forgotten

Progress has been reported by Captain Babcock, O. I. C. of Machine Shop in the form of a sample plate, copy of which is illustrated herewith which has been modelled for use in designating the respective fields of this Center.

The model, having been approved by the Commanding Officer, will be struck off in bronze in sufficient quantities at our Engineering Department foundry to be placed on suitable marking stones



which have been ordered by the PLANE NEWS.

These markers will be valuable in the future to indicate the site, even after all other physical objects cease to exist, of the greatest concentrated aviation activities that proved such a considerable factor in the Great War.

In addition, our foundry will commence work on the bronze tablets which will be placed on our monumental shaft in the cemetery, upon which will be placed the names of our deceased comrades.

ST. MAIXENT A. S. CONCENTRATION CAMP IS NO MORE

(CONTINUED FROM PAGE 5)

forget St. Maixent.

In addition to being a concentration post for officers and men of the Air Service, St. Maixent also housed the Air Service Ground Officer's and Flying Officer's Schools, which furnished additional training for officers just over from the States and before they were assigned to permanent duty.

St. Maixent has served a very useful purpose for the Air Service and has more than justified its existence, and members of the Air Service who were stationed here will take home many pleasant memories, while at least a dozen officers and men who were attached to the permanent command will take home French mademoiselles who have become their wives.

Finis la guerre now for St. Maixent and there is real sorrow in the hearts of townspeople between whom and the American soldiers stationed here the most intimate friendships have developed.

Head: "What is Brewing in Germany?" For the sake of the A. of O. we hope it is better than the French draught.

Entertainments and Dances Are Daily Features in Camp

In addition to local talent shows at the theaters of the center the past week, the Airnats enjoyed the best minstrel show which visited us. Miss Baker, a Red Cross nurse from the hospital at Issoudun, organized the show, which showed at the outlying fields and Hut 1 at the main field. Two real negro rag pickers from the Mason-Dixon Line were the end men, while the remainder of the cast were black-face comedians. The crowd greatly enjoyed the show and gave them a big amount of applause.

The talent which is now organized into a rip roaring two dollar show is in great demand at all neighboring camps. "A. E. F." Frost, who is directing the entertainment end of affairs at the "Y," is proving very popular, and is giving us some of the best brand of entertainment through his energy.

Officers dances are now held weekly at the Red Cross on Thursday evenings, under the direction of Mrs. Wilson.

Much credit for social activities at the center, which has centered around Hut 2, is due to Mrs. Margaret Bowles of Boston, Mass., who has by untiring efforts, made the little hut cosy, comfortable and as homelike as possible under the conditions. A dance for enlisted men will be held in the hut every Saturday night.

No Jokes in Flying?

Twenty-five Francs For Really Funny Flying Stories

It is claimed that there are no funny flying stories, according to the *Daily Mail* in an article written by an R. A. F. captain. With this we beg to differ. We will go still further and back our statement up with money—real francs. Knowing that there will be a ready response, PLANE NEWS offers 25 francs for each of the best anecdotes dealing with aviation.

In a manner, we realize that it is difficult to relate an aviation story on paper in a way which will make one laugh. The lone example of humor that was told was of an American ferry pilot. From what we understand there is a fund of material dealing with ferry pilots alone.

One must not depend on the manner of telling the tale, or upon the character, like A. B. Gaines, for instance, who is familiar to us here, nor upon the understanding of technical terms to excite the laugh. It must have a general appeal.

You are going to help us make good, we are sure, knowing how readily you have responded to the literary contest, which is still booming.

Send in the funniest aviation yarn you know and you will get 25 francs for it if it is good, no matter how brief it may be.

Congestion at Marseilles

The authorities at Marseilles, according to recent official telegrams, report congestion of traffic due to officers and enlisted men passing through that city on way to leave areas on the Riviera. Following this, necessary orders have been issued to prevent officers and enlisted men on leave from stopping over in Marseilles.

CHINESE ARE WON BY TACT AND FAIRNESS

CONTINUED FROM PAGE 1

were put on this detail and the remainder were placed on similar details, such as garbage and policing. The third day, the Chinamen refused to work. A regular labor meeting was called and the Chinese appointed three representatives, by whom they agreed to stand. Their complaints were food, clothing and pay. They were assured that all of these would be taken care of and went to work the next day.

It was found that on account of the location of their barracks they were wandering around and bothering the Squadrons, and as there were three barracks at the edge of the reservation, away from the rest of the Post, consent was obtained to move them. Before moving them a squad of Chinamen were taken there to place the barracks in perfect order, not according to the way the Chinamen might want, but in exactly the same condition as barracks for American troops, the same stoves, the same bunks, in fact the barracks complete. One end of the barracks was turned into a hospital and one end of the other barracks was made into an office.

An open shed was build on the side of one barrack for a kitchen and special bowls in which they could cook their rice, in the same manner in which they were accustomed to, were obtained from Paris. The Chinamen were moved in a few days later and there were considerable change in their attitude from that date on.

About that time it was found that the system of driving the Chinese was not getting desired results, and as the Aero Repair and Machine Shop was very much in need of men, the managers of these departments were persuaded to take some Chinamen on trial, as was the Supply Officer. At first it was necessary to have guards go with the men to see that they went to work. The Chinese in the Machine Shop were placed on the work of cleaning and dissembling motors. Those in the Aero Repair were placed on cleaning wings, and those in the Supply were given work in assorting material.

At this time seventy-five additional Chinamen were requested, who arrived the latter part of March. These men were immediately placed in the Machine Shop and Aero Repair. At first there was considerable trouble, owing to the fact that the men who had just arrived were from the northern districts of China and did not agree in any respect with the Southern Chinese, but after being tactfully informed that they would have to agree and that any trouble would mean serious punishment, the trouble ceased.

There are 218 Chinese on the Post at present, of which 166 are working in the Aero Repair and Machine Shop, the rest being orderlies and on garbage detail.

Upon being interviewed after the Armistice the officers in charge of the Machine Shop and Aero Repair were questioned as to when the Chinamen could be spared, and they replied that they could not be spared until the Machine Shop and Aero Repair were closed down. That remark expresses fairly well the results that have been obtained with the Chinamen at this Center. Their present condition is this:—They are the first to go to work voluntarily

THIRD AVIATION INSTRUCTION CENTER, FRANCE

MRS. COBB WILSON, Directrice American Red Cross.

My dear Mrs. Wilson:

Before leaving this Post, I should like to take the liberty of telling you how greatly I have appreciated the work which the Red Cross has done at Issoudun.

It is my belief that our Officers and Soldiers are the very best that there are in the Army. Not only during the strenuous days of October but particularly in the difficult period immediately after the Armistice was signed, our personnel gave evidence of what splendid stuff they are made.

It must always be a source of great satisfaction to you and your fellow workers in the Red Cross to realize that none of these thousands of fine Americans that have been on duty at this Post are going to forget the unflinching kindness, courtesy and good cheer which has been given them at the Red Cross canteens. As an influence for good in helping to make this Post a bit of America in the midst of a foreign land, your work has been unsurpassed by that of any other agency or institution.

The sacrifice and hardships which the ladies of the Red Cross have endured, their despairingly early hours and their wearisome drudgery have borne sweet fruit in the affectionate regard which they have won from both Officers and Soldiers of this camp.

Sincerely yours,

(Signed) HIRAM BINGHAM, Lt.-Col. A. S.

Dec. 25, 1918.

THIRD A. I. C. ADOPTS ARM INSIGNIA OF LOCAL DESIGN

U. S. Cocarde, With "3" in Center, For All Permanent Officers of This Center

Now we have our insignia. You will soon see the Red, Blue and White Cocarde on the sleeves of all officers attached to the post, similar to those you have seen floating around in the air on the planes, with a neat little figure three in the white center.

The commanding officer has approved of the design. The Uniform Regulations are prescribed by the War Department and cannot be modified except



by the same authority. We are reluctant to commit ourselves by issuing a post order prescribing that this insignia be worn, but we are going to wear it in the same way as other insignias are being worn by others.

It is understood that all officers who are or who have been assigned to this station are to be included as the wearers of this significant and useful insignia. This does not include those who have been assigned here for the purpose of instruction or for temporary duty.

Cutting More Paper Work

Another sign of near demobilization is seen in recent orders requiring all allotment duplicates to be checked on service records, corrected and brought down to date. They are then turned over to personnel adjutants, who verify them with post records. After that they are forwarded to the Adjutant General's office. As this includes War Risk insurance, allotments, voluntary allotments and Liberty Loans, it cuts the records of each unit or company down by several hundred sheets.

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.

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