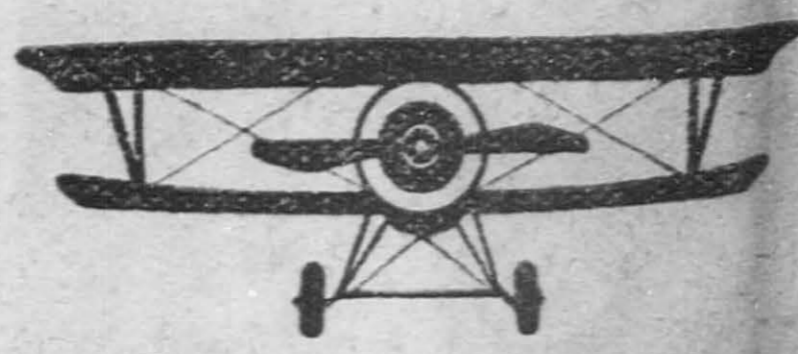


# PLANE NEWS



PASSED BY CENSOR

Anniversary  
Edition

Vol. 2, No. 1

On Active Service, France, November 23, 1918

Price 25 Centimes

## THANKSGIVING WILL BE GALA HOLIDAY HERE

Despite Failure of Uncle Sam to  
Provide Turkey There Will  
Be "Beaucoup" Fowl

### BIG FIELD MEET TOO

In Addition Championship Football  
Games Will be Staged--Special  
Holiday Mass

Thanksgiving day will be a gala holiday for the Airnats of the 3rd A. I. C. A big field meet will be staged here, while mess sergeants of various squadrons have been planning for weeks ahead for their Thanksgiving dinners. Uncle Sam will issue no turkey ration this year, because of the immense transportation difficulties, but just watch some of the mess halls when the big eats begin to be carried in from the kitchens. The squadron mess funds will provide fowls for the big dinner that would be incomplete without the national bird.

Miss Brewer announces that the Red Cross has no special plans for the celebration of the day, in the way of entertainments, although the order will furnish the hospitals of the post with a goodly supply of turkey in addition, "beaucoup" pudding will be served at the Red Cross counters, along with hot drinks and sandwiches, and the same old cheering and comfortable atmosphere will await all visitors in its rooms upon that day.

A special Gregorian Mass will be held Thanksgiving morning at 9:45 o'clock at the Catholic Chapel. Father Sullivan will conduct the services and will be assisted by a choir of French boys from the Petite Seminaire of Issoudun. Lieut.-Col. Bingham, Commanding Officer, and staff will attend these services.

#### The Big Field Meet

The athletic events will be held in the afternoon of Thanksgiving day, and a gala program of sports will be in order. The outlying fields will send their contenders to the Main Field and will hold meets of their own. Running, jumping and weight events compose the evenings sports, the winners of which will be awarded desirable prizes. A 100-yard dash, a 880-yard run, a one mile run, equipment race, rescue race, obstacle race, shot put, broad jump, high jump and relay race, are the main features of the afternoon.

(CONTINUED ON PAGE 3)

### Plane News Gym Will be Opened Turkey Day

The 3rd A. I. C. gymnasium, made possible through a campaign inaugurated by PLANE NEWS, will be formally opened Thanksgiving afternoon. According to Lieut. Hauserman, Athletic Officer, and "Doc" Cummings, of the 'Y', who are in charge, it will be the most complete "gym" in the entire A. E. F.

All necessary equipment, which will include punching bags, boxing and wrestling mats, flying rings, parallel bars and numerous other apparatus, has been secured in Paris and is now rapidly being set up in the gymnasium hangar, just opposite Headquarters, on Broadway. A 220-yard straight and quarter-mile circular cinder path has also been constructed in connection with the gym.

Doctor Cummings, who for the past twenty years has been trainer and coach in various colleges in America, will be directly in charge of training, which assures the speedy development of all pupils.

## HEADQUARTERS SERVICES OF SUPPLY AMERICAN EXPEDITIONARY FORCES OFFICE CHIEF OF AIR SERVICE TRAINING SECTION

19 November, 1918.

TO THE EDITOR PLANE NEWS:

One year ago today a modest little newspaper poked its head through the mud of Issoudun and declared it was the official sheet of the Third Aviation Instruction Center. Little heed was given the wails of the new arrival, as every one was so occupied keeping his own head above the mud that there wasn't much spare time for struggling infant newspapers.

This particular sheet was one, however, that demanded attention. It immediately clamored for a name and even offered a prize for the best suggestion. PLANE NEWS won the prize and PLANE NEWS it is today.

PLANE NEWS has always insisted upon the best. It printed only the news which the Censors said it might, and yet, with this handicap, made the news interesting. Its policy from the start was to help the members of the 3rd A. I. C., and well it has succeeded.

Had it not been for PLANE NEWS many relatives of men in the Camp would have starved for news of their loved ones. It is hard to write a letter but very easy to fold up a newspaper and mail it home.

This is one example of what the little paper has accomplished. There are many many others. It has helped keep up the morale; it has kept people informed of what was going on outside and inside of the Post, always keeping up its high standards and growing better each issue.

Among the individual officers entitled to great credit for the development of this newspaper was Captain Kearney, well remembered at the 3rd A. I. C. for his unceasing interest and zeal in making PLANE NEWS the best paper in the A. E. F. The cadets and enlisted men associated in this work are entitled to equal credit.

Now, under the guidance of Capt. Leo. R. Sack, the sheet is expanding even more and many homes in the United States, in addition to the members of the A. E. F., look forward to the appearance of the newspaper which, in spite of the stickiness of Issoudun mud, has forced its way into the world and into a multitude of hearts.

W. G. KILNER,  
Colonel, A. S. A.  
Chief of Training Section.

WGK/sk

## FIRST PURSUIT GROUP IN MIDST OF BIG AMERICAN OFFENSIVES

### Pioneer Air Service Organizations Makes Splendid Record in Keeping With Other Branches of the Service

While names like Lufberry, Thaw, Hall and many others were familiar in America before and after April 5, 1917, American Aviation, as a distinct organization, was launched at the front on January 15th, 1918. This date marks the inauguration of the First Pursuit Group, with Major B. M. Atkinson commanding, at Vertus, and will always be an important one in the annals of Uncle Sam's birdmen.

With a staff consisting of Capt. Philip J. Roosevelt as adjutant and Capt. J. G. Rankin as supply officer, an airdrome was erected joining the French flying field at Villeneuve-les-Vertus, after which the 95th Aero Squadron arrived with a complete roster of pilots and a sufficient number of Nieuport 28 planes, Lieut. R. B. Quick having the distinction of being the first to land.

Thus opened American Aviation at the front. Capt. James E. Miller, who commanded the 95th Squadron, was the first casualty of the group.

The next unit to arrive was the 94th Aero Squadron. To this squadron belongs the honor of bringing down the first enemy plane by organized American Aviation. The honor of this victory belongs to 1st Lieut. Allen Winslow, recently a prisoner in Germany. The commanding officer of the squadron was Major J. F. Huffer.

Early in the spring the Group moved to Epiez, where they were joined by the 27th and 147th Aero Squadrons, under command of Major H. E. Hartney and Major G. H. Bonnell.

#### Regular Patrols Instituted

Regular patrols were carried out from the inception of the Group, at the be-

ginning in conjunction with the French flyers and after the first two months the American pilots have been flying unaided.

From Epiez the 94th Squadron was sent in advance of the Group to Toul, where the first confirmed victories were obtained by that squadron. The rest of the Group joined the 94th at Toul and their work was so well done they quickly gained undisputed control of the air in that sector. It was in this sector the Group lost Major Raoul Lufberry.

When the enemy's final attempt to gain Paris became well defined, this Group was hurriedly moved to Touquin, where they were opposed by a superior number of enemy air forces. Their work at this point was a great help in turning the enemy back through Vaux across the Marne and through Chateau-Thierry.

It next became expedient to move the Group to Saints, while at this station they made the supreme effort of their career up to that time. The terrain was such that landing fields were almost unobtainable, and as the Allied forces successfully pushed the enemy beyond Fere-en-Tardenois towards the Rheims-Soissons line, the distance to cover daily became greater and the effort to keep up with the advancing line from their airdrome at Saints called for tremendous effort. It was while at this station Lieut. Quentin Roosevelt was lost. The distance from the airdrome to the enemy's lines became so great it was necessary to stop operating or move the Group, which was impossible

(CONTINUED ON PAGE 3)

## CARNIVAL OF AIRNAT TALENT SHOWS SHORTLY

Everybody Who Made Good  
Before Footlights To  
Have Charge

### MUSICAL REVUES SOON

Productions Being Organized For  
One Night Stands At Main And  
Outlying Fields

Did you, Mr. Airnat, ever do anything in the way of entertainment? Were you ever in a play or can you tell a joke and make it sound funny, whether it's funny or not? Can you dance, sing, play anything, from a fine tooth comb to a steam caliope, give a recitation, monologue or--well, any old thing that would amuse a crowd?

If you can, hustle up to 'Y' Hut 1 and put your first barrage down on the list, for things are going to take on some pep around these here diggings before very long. Plans are on foot to organize some good vaudeville companies, revues, etc., and the more talent that is put at the service of the promoters the greater their success will be.

The Airnats have just simply got to have beaucoup fun the next few months or they would tear things up, so if you can do any of them things we said before, why don't hesitate to give your name to the promoters. They want every available man to help and also want suggestions, so come on boys, forget that girl (a white) and let's cheer the other guys up who ain't got no girl a-tall.

Second Lieutenant John J. Flaherty, A. S., in addition to his other duties, has been designated as officer in charge of entertainments, relieving 1st Lieut. John Williard, A. S. Lieut. Flaherty is going to pick an amateur company from the talent of the various fields, the whole group of companies to be known as the Aviation Vaudeville League and comprising both enlisted men and officers. The League is now being organized.

Amusement will also be provided nearby camps if feasible and the company or companies will tour the outlying fields. During the present week several headliners promise to be uncovered, for home talent affairs are being organized and many tips have been received that stars are soon to make their debut, and during the coming week there will be an exchange of talent from the various fields. This will be a welcome addition to the movies and whatever outside talent that is scheduled to come here.

With the break in the "guerre", all the professional entertainers over here will probably take the first opportunity to return home, so the affairs being planned will certainly be acceptable. Some of the things promised are an All-Star Vaudeville Show, Musical Comedy and a Society Circus, these to be held during the month of December. Mr. Ely and his staff of Y. M. C. A. fellow workers have offered their Huts and their efforts to make the venture successful.

Any person having the least vestige of talent shouldn't wait to be pushed to the front, but should step up and do their part in keeping the boys satisfied. Then for the moment they'll forget that all engrossing subject "When Are We Going Home?"

#### Trainmen Help Too

The Railroad Transportation Corps of the 3rd A. I. C., which is attached to the 1104th Squadron, recently adopted a war orphan and paid in full enough money to educate, board and clothe the child for a year.

## OVER THE TOP HERE WITH 60 WAR ORPHANS

Thirty Thousand Francs Sub-  
scribed For Fatherless Child-  
ren of France

### SQUADRONS DO MOST

Response of Enlisted Men to Appeal  
for War Charity Magnificent  
Campaign Plans Upset

Sixty War Orphans.  
Thirty thousand francs for the fatherless children of France.

This is how the Third A. I. C. went over the top last Saturday in the War Orphan's campaign.

Issoudun went over the top with a grand rush, in a manner far different from the prepared schedule. Just as advances at the front were often conducted not according to program, so was our campaign plans here disregarded.

The call to advance, came and the Third A. I. C. went right now, although the plans for the offensive called for a week of hard work between Dec. 7 and Dec. 15. Preliminary to that week there was to be an intensive advertising campaign in which all the Liberty Loan selling methods employed in the States were to be adopted. But last Friday evening at 6.45 o'clock a telegram came that the campaign would end the next day at noon. Quick action was necessary, and Capt. Geo. H. Bliestein, Jr. in charge of the campaign, got busy on the telephone. His work, however, was materially benefited as a result of the preliminary advertising campaign which had been conducted in and by the PLANE NEWS.

Too much credit can not be given to the enlisted personnel of the post, and the officers attached to squadrons who between themselves adopted fifty-two orphans, the 101st squadron carried off first honors with six orphans. Tied for second place was the 31st, 33rd and 149th Squadron with four each. Lieut.-Col. Bingham, The PLANE NEWS, 1st Lieut. George Eypper and 2nd Lieut. R. N. Landreth, each adopted two orphans.

The Third A. I. C. line-up follows:  
101st Aero Squadron 6; Quarter-master Corps 1; 26th Aero Squadron 1; 31st Aero Squadron 4; 35th Aero Squadron 1; 37th Aero Squadron 3; 149th Aero Squadron 4; 158th Aero Squadron 2; 173rd Aero Squadron 2; 257th Aero Squadron 3; 372nd Aero Squadron 2; 374th Aero Squadron 2; 640th Aero Squadron 2; 641st Aero Squadron 3; 644th Aero Squadron 1; 801st Aero Squadron 1; 802nd Aero Squadron 1; 3rd Co. 2nd A. S. M. 1; 1st Co. 2nd A. S. M. 1; 12th Co. 3rd A. S. M. 2; 13th Co. 3rd A. S. M. 1; 11th Co. 4th A. S. M. 1; 12th Co. 4th A. S. M. 1; 13th Co. 4th A. S. M. 1; 43rd Aero Squadron 1; 33rd Aero Squadron 4; Plane News 2; Lieut.-Col. Bingham 2; 1st Lieut. Geo. Eypper 2; 2nd Lieut. R. N. Landreth 2; Total 60.

The Headquarters Detachment and the Camp Hospital did not participate, so far as is known.

#### Bus Schedule to Issoudun

A new bus service is announced as being in operation between the main field and Issoudun by the Transportation Department. A bus and trailer, with accommodation for about 40 passengers, will meet all trains, but this does not cancel the regular schedule of Liberty trains.

Permission to use these busses must be secured at the Transportation Office. The following is the schedule:  
Leave Camp: 11:00 a. m., 2:15 a. m., 4:45 a. m., 7:30 a. m. Leave Issoudun: 12:40 p. m., 3:15 p. m., 4:35 p. m., 11:00 p. m.

**Plane News**

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

Captain Leo R. Sack, A.S. Officer in Charge  
2nd Lieut. Carl H. Kloe, Jr., A. S. Asst. G. in C.  
Associate Editor: Pvt. Gene D. Robinson  
Art Editor: Sgt. Geo. D. Alexander  
Asst. Art Editor: Pvt. Timoleon Johnston  
Circulation Manager: Sgt. Emmet E. Frank

Copy for publication must be in the hands of the Editor  
not later than Wednesday.

Subscription Rates: Five Francs for Six Months,  
Payable in Advance.

"All For One Aim—One Aim For All"

**THE PRESIDENT'S VISIT**

**P**RESIDENT Wilson is coming to France primarily for the purpose of participating in the Allied deliberations to fix a permanent peace.

That his welcome by the officers and men of the American Army, of whom he is their supreme Commander-in-Chief, will be as enthusiastic, as genuine and as whole-hearted as the magnificent welcome he will receive from France there is no doubt.

There will be much for him to do, and much for him to see. The inspection of the wreck and ruin wrought by the savage Hun will demand much of his attention, but the wonderful achievements of his army, the pride of the American people—the American Expeditionary Forces—surely will receive a thorough inspection. And no inspection can be complete that does not include the Third Aviation Instruction Center. Here, in the heart of France, the Air Service has built an institution which justly stands out as a tribute to the energy and enthusiasm of American Aviation. We here are proud of our immense plant. We think it is the show place of France. The PLANE NEWS believes that the forthcoming inspection of the supreme Commander-in-Chief will not be complete if it does not include Issoudun.

Therefore on behalf of the officers and men of the Third A. I. C. we respectfully request those arranging the President's itinerary that the Third A.I.C., be placed on the list of important posts to be visited.

We are sure he will find his visit well worth the time.

**OUR TWO SERVICE CHEVRONS**

**D**ID you observe our two service chevrons on the upper left hand corner of page one?

Yes, that's us—one year's active service overseas, and in France. They mean also that we are the oldest army weekly in the A. E. F.

We are proud of those two stripes; they mean something. We did not always have a petite newspaper organization, such as we have now, in fact we began on a borrowed mimeograph, the chauffeur of which cheerfully consented to "turn us off" when he was not busy printing forms necessary for the post use which could not be obtained through proper military channels. We have seen our post grow from the "worst mudhole in France" to the greatest aviation center in the world.

We have passed through the

stages of the growth of the A. E. F. from infancy when the Allied cause looked the darkest, to full grown manhood, when the Yank, the Poilu and the Tommy struck the blows which are responsible for the wonderful happiness which today permeates all France.

And looking backwards permit us to salute in respectful homage those whom we know best, the officers and men of the American Air Service whose dauntless courage, boundless enthusiasm and never-failing readiness have contributed to the magnificent triumph.

Especially do we bow in homage to the enlisted men of the Third A. I. C., who for more than a year, working from daybreak until after sunset, seven days a week have made possible our superb Third A. I. C., without which the American Air Service would not have played such a conspicuous part—making possible the great victory.

**TRICK UNIFORMS**

**T**HE almost universal compliance with the order pertaining to the wearing of regulation uniforms by flyers, is indeed gratifying. The disappearance of the roll collar, patched pocket, vented coat, and other "trick" novelties, has caused a marked improvement in the general appearance of the officers of the Air Service.

There are a few, however, who are prone to exercise originality in the tailoring of their uniforms, regardless of the specific regulations adopted by the War Department.

This practice is unmilitary in the extreme and at once, in the eyes of officers of other branches of the service, brands the flyer as being insincere as well as inefficiently trained.

Why should such a state of affairs exist, particularly among the army aviators? Uncle Sam has designed a uniform for his officers that is more "peppery" and as stylish—or even better looking—than any other army in the world. He has in addition, and with justification, favored the flying officers by providing them with an attractive, but distinctive, brevet decoration which commands the admiration and envy of all other officers of other branches, who are not permitted to wear any special insignia.

It is gratifying that the great majority of the aviators have shown their appreciation and have given evidence of their excellent previous training, by strictly adhering to the regulations, nevertheless it is to be regretted that there are still a few who insist upon causing a shadow to be reflected upon the whole branch of the service.

Could there be anything more inspiring than to see an organization of clean-cut and properly dressed army birdmen step off a transport at New York City? Could anything speak more highly—from the standpoint of training—of General Pershing and his victorious American Expeditionary Forces.

**WHO'S WHO IN THE AIR SERVICE**



**COLONEL WALTER G. KILNER**

No introduction of Colonel Kilner is needed for the officers and men of the 3rd A. I. C., but for the benefit of the uninitiated let it be said that Walter G. Kilner is the man who put Issoudun on the map. He came here when it was the worst mud hole in France, soon after General Pershing had made his first visit to the camp.

The job that confronted the Colonel when he arrived more than a year ago would have discouraged most men, but it did not scare him. He likes man-sized jobs and the one here was one of the biggest in France.

How well he succeeded is known to everybody, while for his personal satisfaction he knows that the post has been highly complimented by General Pershing, Commander-in-Chief, Major-Generals Harbord and Patrick and Brigadier-General Foulis, while Secretary of War Baker and Mr. John D. Ryan, Assistant Secretary of War, in charge of Aeronautics, were delighted with what they saw. Colonel Kilner was the brains behind the 3rd A. I. C. and he was the inspiration of the officers and men who accomplished the seemingly impossible.

When his job here had been completed he was transferred to Air Service Headquarters where he was placed at the head of the Training Department and charged with the proper training of Aviators at all Aviation Instruction Centers in France, England and Italy. About the same time his silver leaves were changed to silver eagles.

Within the next few months the officers and men of this post will begin returning to the United States to be mustered out of the service. They will scatter to every State in the Union, but wherever they go and whatever they do they will never forget Colonel Kilner. It has been a privilege to serve under him and, in return for this privilege, he was given a service of loyalty that will always be hard to duplicate.

**TAIL SPINS**

BY OLE BULL

It's a Cinch that Henry was a Slacker

The parlor was dimly lighted. A spider blinked lazily from his snug nook in the stem of the old man's pipe. The big hand of the clock was raised as if to strike its smaller companion. Supper was over and the maidens hands were glistening softly from recent exposure to soap suds and slimy dish rags. The big sofa in the corner was only half paid for, and a hot coal from the fire went out miserably as the young man said that the Democrats had won. The maid cooed softly and her crimson lips twitched like a porous plaster on the back of a man with the appendicitis. Suddenly she grasped the lapels of his coat and gazed anxiously into his wondering and rapturous eyes. A faint rustle as of silk cords emerged from her swan like throat, and the musical tone of her silvery voice echoed in his ears like two half dollars rattling in the pocket of a small boy bound for the circus.

"Darling", she quiveringly softened the silence, "I just wanted to tell you of my engagement to Harry and I was so afraid that you would be mad".

Just What Did He Mean

"My boy", said the doctor solemnly, "you have so many degrees of fever that an onion would taste like a peppermint drop to you."

"Well", rejoined the Airnat, "me and my mess sergeant ought to start a candy factory in a week then."

**The Eye and Aviation**

By Capt Conrad Berens, M. C.

Experience has shown that the men who wrote the first blank for the examination of the Aviator were wise when they demanded that the flier's eyes be free from disease and that he should have normal sight, color vision and the power to judge distance quickly and accurately. In many instances where a waiver was granted for some ocular defect, serious and even fatal accidents have occurred to those very individuals in whose favor the waivers were granted.

Fortunately for those of us who are trying to keep the eyes in condition for flying, the necessity for keen vision, normal color vision and the proper coordination of the ocular muscles in the judgment of distance, is well recognized by the fliers; particularly by the men who have been over the lines. Many of the best fliers say that the two most important things in getting the Huns is to see him first and to shoot straighter than he does. Naturally, the eye plays the master part in both of these acts, although knowing how and where to look is also a factor. However, even though you know how and where to look you will be at a great disadvantage if you can't see as well as your antagonist does. There is some confusion in the average mind as to the meaning of farsight and as the farsighted man does not necessarily see well at a distance, it is better to use the scientific term hypermetropia in speaking of this condition. At first little attention was paid to hypermetropia but it was soon realized that the men who were very hypermetropia were in many cases unsafe as pilots, due to the weakening effect of altitude upon the muscles of the eyes and therefore extremely hypermetropia men are disqualified.

Color vision has been the cause for disqualification of many men even though the tests used were not devised to detect color weakness, for only the definitely red-green blind are barred as pilots. The percentage of color blind among men is three or four in a hundred and it seemed hard to disqualify men because they could not distinguish colors when they were otherwise physically perfect. But when we realize that not only the pilot's life or observer's life but also the lives of others may depend upon his prompt recognition of the color of a signal light, there is but one course to be followed. Furthermore, color vision is an aid in the reading of maps, recognizing uniforms and planes, discriminating between the different types of landing places and in orientating oneself by means of colored roofs and buildings.

Every aviator knows that the power to judge distance quickly and accurately is a great help in making landings and in combat, and therefore if he is sure that he is lacking in this power he is willing to seek a different branch of the service or a part of the Air Service which does not require rapid and accurate judgment of distance. The stereoscopic test and the balance and strength of the ocular muscles are used as a standard for determining a man's ability to judge distance. Weakness in power of bringing the eyes together, particularly when it is combined with excessive power to separate the eyes may result in derangement of the function of judging distance, which often means a crash or a bad landing. The associated action of the eyes is an important factor in judging distance, although we know it is only a part

**THE YANKEES ON THE MARNE**

According to T. Atkins  
By Emerson Hough of The Vigilantes.

Oh, the English and the Irish, and the 'howlin' Scot-ties, too,  
The Canucks and Austryleyuns, and the 'airy French Polli—  
The only thing that bothered us a year before we knew,  
Was 'ow in 'ell the Yanks 'ud look, an' wot in 'ell they'd do.  
They 'adn't 'ad no tryin', they didn't know the gyms,  
They 'adn't never marched it much—their shooting was the syme  
An, the only thing that bothered us that day in lawst July  
Was 'ow in 'ell the line 'd 'old if they should run aw'y.  
Them leggy, nosey new 'uns, just come across the sea—  
We couldn't 'elp but wonder 'ow in 'ell their guns 'ud be.  
An' the only thing that bothered us in all our staggarin' ranks  
And wot in 'ell 'ud 'appen wen the 'Uns 'ad 'it the Yanks.  
My word it 'happened sudden wen the drive 'ad first begun;  
We seed the Yanks a-running—Gaw blimy 'ow they run!  
But the only thing that bothered us that seed the chase begin  
Was 'ow in 'ell to stop 'em 'fore they got into Berlin.  
They didn't 'ave no tactics but the bloody manual,  
They 'adn't learned no borders but "Ooray" an, "Give 'em 'ell"  
But the only thing that bothered us about them leggy lads  
Was 'ow in 'ell to get the chow to feed their "Kamerads."  
So we're standin' all together in a stiffish firin' line,  
If anyone should awsk you, you can say we're doin' fine,  
But the only thing that bothers us—and that don't bother much—  
Is 'ow in 'ell to get the dirt to bury all the Dutch.  
Gaw's trewth 'it's rotten fightin' that all our troops 'as seen,  
The 'Uns a dirty player, becoss 'cs alwus been,  
But the only thing that bothers us in 'andin' 'im our thanks  
Is 'ow in 'ell we'd done it if it weren't fer the Yanks.  
Oh the English and the Irish, an' the 'owlin' Scot-ties, too,  
The Canucks and Austryleyuns, an' the 'airy French Polli,  
The only thing that bothered us don't bother us no more:  
It's why in 'ell we didn't know the Yankee boys before!

**Horrors of the Trenches**

Mike and Pat, after a heavy day of fighting in the trenches, were eating their supper. Both held slices of bread in their hands, and just as Pat started to take a bite from his slice, a stray shell took the top of Mike's head off, and his brains were scattered over the piece of bread which Pat was holding.

"Faith", says Pat gazing solemnly at the piece of bread, "I didn't think you had any Mike, but I take it all back."

**He was Probably Seasoning the Coffee**  
"Look here you unripe persimmon", bowled the Captain, "didn't I tell you I wanted to see you this morning?"

"That's right sir", answered the cook, but I seen in the papers where they was going to be freedom of the seas, and I didn't think it was necessary."

of the mechanism. There are instances on record of excellent fliers who have only one eye who, in spite of this defect, judge distance accurately and quickly. It is a well recognized fact that some men with only one useful eye learn to judge distance well while others, after the loss of an eye, are never able to play the games that require skill in this respect. However, learning to judge distance with one eye usually takes time and therefore if the power to use the eyes together is rapidly lost in the air, as we know it often is, a fatal accident may result.

**Guaranty Trust Company of New York**

offers its services for the remittance of

**Christmas Money**

to the United States from members of the

**American Expeditionary Forces**

Funds received from now on until Christmas gifts can be held in New York, if so instructed, and forwarded, from there in time to reach the beneficiaries for CHRISTMAS.

Paris: 1 & 3 Rue des Italiens

Tours Agency: 7 Rue Etienne Pallu

Capital and Surplus - - - - \$50,000,000  
Resources more than - - - - \$600,000,000

**FIRST WEEKLY PUBLISHED BY OVERSEAS ARMY**

Mimeograph, Served as Printing Press Until Red Cross Came to Rescue

**CIRCULATION IS LARGE**

In presenting our readers with this, the anniversary number, the PLANE NEWS does so with a feeling of gratitude to its subscribers. For success has attended our efforts and that success is in a large measure, the result of the support given the PLANE NEWS by its subscribers.

Like all other institutions, this paper, rather the existence of the paper, for some time hung in balance. At the beginning of publication, its future success was a matter of doubt. There were hundreds of obstacles confronting its development. But the loyal support of our subscribers, the unstinted assistance given by Col. Walter G. Kilner, Major Carl Spatz and Lieut-Col. Hiram Bingham, the officers who have commanded this post, and the untiring efforts of the PLANE NEWS staff was a combination that brought the paper through a period of doubt and vicissitudes until today, a year after the first issue, it stands as the representative organ of the American Air Service in France, with a subscription list of 10,000 and is read and supported by individuals who are supreme in the direction of the American efforts in the war.

The publication of a camp paper was first suggested by Cadet Harrison G. Tucker, a former newspaper man. Cadet Tucker interested Capt. G. F. Kearney in the project and Capt. Kearney obtained the approval for publication, from Colonel Kilner, at that time Commanding Officer. Thus on November 23, 1917, the first edition of the paper, then without name, was issued. It was a single sheet publication and printed by hand on an ancient mimeograph. The first edition offered a prize for a suitable name, and out of many hundred titles suggested that of PLANE NEWS was chosen as the most appropriate. It was the first A. E. F. newspaper entirely edited and printed by soldiers.

The paper struggled along with its mimeograph style until Miss Given-wilson, then head of the Red Cross activities at this center, donated a sum with which the real printing press and type were purchased. The search for this press in itself is an interesting story. Captain Kearney who had been selected as Managing Editor, and the writer spent three strenuous days searching Paris for a press that could be secured for the sum available. On December 27th, the first edition to be printed on the new press was issued, and at that time the PLANE NEWS was beginning to make its influence felt even outside of the 3rd A. I. C. In addition to Capt. Kearney, the staff at that time included 1st Lieut. H. G. Canda, Advertising Manager, Cadet Tucker, Editor and Cadet John J. Niles, Associate Editor. Under their guidance the PLANE NEWS continued its development in a rapid and substantial manner.

When duty called the Cadets to other aviation centers, additions were made to the personnel of the staff, and members of the present staff and Sgt. Geo. D. Wilcox, lately transferred to the 2nd A. I. C., became attached to the PLANE NEWS.

Subscriptions continued to mount into the thousands during the months that followed and with the sanction of the Chief of the Air Service, the PLANE NEWS was eventually recognized as an official organ of our Aviation Forces. Official notices were printed for distribution in its columns. The editorials were of ten inspiring and its influence in the Air Service was a substantial one.

On August 10th, Capt. Kearney was called to other duties and the management of the paper was assigned to 1st Lieut. Herbert M. Ogg, who in turn was relieved on October 16th, by Capt. Leo R. Sack, a newspaper man of long experience. With Captain Sack at its head the PLANE NEWS continued with its present staff. Its growth maintained a steady development. So great was this growth, that on November 9th, the size of the paper was again increased and the old four page edition that had

**Two Gold Chevrons For Plane News After One Year's Active Service In France**

Art Editor. Tim—Originator of 'Private G.I. Kan'. Gene D. Robinson, Special Writer. James R. Giauque, Sport Editor. Emmet E. Frank, Circulation Manager.

I'VE BEEN WITH YOU A YEAR TODAY BOYS. HA! I SEE THE PLANE NEWS IS WEARING TWO SERVICE STRIPES TODAY.

William J. Avner, Asst. Business Mgr. Capt. Leo R. Sack. 2nd Lt. Carl H. Kloo Jr. Officers in Charge. Lupin—Acting Corp. Fatigue Manager on D S.

John C. Nash. Ray Paynter. Grover C. Gunter. Walter F. Schade. Jack McGill.

**THE PLANE NEWS STAFF**

existed since June 1st, was replaced by a six page issue.

Space does not permit of an elaboration of the accomplishment and trials of the PLANE NEWS, but reference to some of them is given as evidence of the caliber of journalism that has been displayed by members of the staff. The paper has printed interviews with such notables as Secretary of War Newton D. Baker, General John J. Pershing, Mr. John D. Ryan, head of the Aircraft Board, Maj-Gens. Mason M. Patrick, Chief of Air Service, James G. Harbord, Commanding Officer, Service of Supply, Brig-Gen. Benj. D. Foulois, Chief of Air Service, Zone of Advance, Lieut. Rene Fonck, noted French "Ace" and a host of other celebrities.

The PLANE NEWS is on the exchange lists of a score of the largest metropolitan journals of the United States and is frequently quoted in their columns. The Associated Press, the greatest organization on earth for the gathering and distribution of news, has often included in dispatches items published by PLANE NEWS. Our paper is read by President Wilson, members of his cabinet and a host of other individuals high in official circles. It is sent, by its readers, to every corner of the World and is well known throughout our country.

And it is because of this, and because our paper has flourished and multiplied in strength, that we today feel justified if we give vent to our pride by stating that we feel that the PLANE NEWS, has by the spirit in which it was born, and the spirit which it has maintained during the past twelve months, been instrumental, in its own small way, in helping to bring about the great victory we will soon celebrate.

**THE LIGHT**

This is now the end. The shackles fall unbound  
 Unto the ground,  
 And, falling, sound  
 The knell of Rule by Might.  
 Link by weakened link the bonds come free.  
 The sleeper wakes from lurid lethargy  
 And, unbelieving, blinks amid the light—  
 His heritage of right.  
 The dark behind is left,  
 The rule of tyrants rest,  
 The world is sweet as never sweet before.  
 Let tender memory flow  
 To Crusaders laid low,  
 Glory to them. They've risen to the core!  
 —By CLIFFORD B. CRESCENT.

**LUKE IS GONE, BUT MEMORY WILL LIVE LONG IN AVIATION HISTORY**

**Daring of Intrepid Young Aviator Won Him Undying Fame as a Balloon Strafer**

Luke is gone, but the memory of his exploits will remain long after this war is forgotten. As a balloon straffer he had no equal and he seemed to take a keen delight in this most dangerous of aviation combats. His plan of attack was simple. A German balloon would be located and Luke, with several other pilots, would climb into the clouds and when at a point above the balloon he would dive out of the clouds, followed part way down by the rest of the formation, whose particular part would be to start a "dog fight," with the Fokkers protecting the balloon. Luke would continue his nose dive



LIEUT. FRANK LUKE, Jr.

regardless of the arches that would by this time be sprinkling the air with their shrapnel souvenirs. When within a few hundred feet of the victim he would let go a burst of incendiary bullets. Immediately there would be a flash of flame skywards; two figures would shoot earthward and two parachutes would gracefully open up like a lady's fan—the show would be over quicker,

than it takes to tell it. Luke would immediately zoom up and join the "dog fight" if it still continued, but generally it would be over by the time he gained the same altitude, one side or the other having been defeated.

Luke's greatest feat and one that probably will never be equaled, was on September 18th when he brought down three planes and two balloons in twelve minutes. Most of Luke's victories were shared by pilots in his flight who held off the Fokkers while Luke got the balloons. The officer who teamed with Luke and who shares the most victories with him is 1st Lieut. Jos. F. Wehner, 27th Aero Squadron, of Lynn, Mass., who has to his credit seven balloons and two planes. Lieut. Wehner has since been shot down, the last seen of him was on September 18th fighting five Fokkers while protecting Luke.

In the operations office of the First Pursuit Group, to which Luke belonged, is a large piece of cardboard fastened on the wall, at the top printed in one inch letters are the words: "Hall of Fame," and underneath are the names of the pilots who have brought down one or more German planes or balloons. After each name is a small facsimile of an iron cross, each cross meaning a victory. There are eighteen of these crosses after Luke's name. They were placed there in the short space of seventeen days, another record that will probably never be equaled.

The last heard of Lieut. Luke was on September 29th, when he dropped a note to an American Balloon Squadron stationed near Verdun, which read: "Watch for burning balloons." Shortly afterwards two German balloons were seen to go up in flames. Luke did not return; he was entirely alone on his last expedition; no one saw him go down and how he came to his end will probably never be known. The official record reads as follows:

"Second Lieutenant Frank Luke, Jr., Phoenix, Ariz., 27th Aero Squadron, First Pursuit Group. Record: 14 balloons, 4 planes. Missing since Sept., '18.

**EPISTLE OF PETER**  
 By Gene D. Robinson

THIRD CHAPTER  
 Oohhla, France, Oct., 1918.  
 Sidekick Steve:—Well, Steve, most likely you don't know that I've been up to Paris, and I figger you would like to know all about it, as Uncle Sam would never send a guy like you to France that never had a fight except with your kid brother.

When a guy gets to Paris, Steve, he ought not to try and see the whole city in one day, cause the only way to do that is to mix Triple Sec and Mer, and never tell a taxi driver to go to a certain place, cause he will pass it anyway if you give him time. They count looking at a 'demoiselle three times as a marriage up there, Steve, and the only way to get a divorce is to sing "The Watch on the Rhine." Always tip the waiters in the cafes when they ask for 'em, as they will add it on the bill if you don't. If you get the dyspepsia them cafes and restaurants will cure it, as it will get disgusted and leave while you are waiting on your order. A guy usually figgers that he has entered a museum instead of a restaurant, Steve, but it don't matter—the only difference is that the meat in the restaurant is a little fresher. If you get tired of waiting for your order leave the waiter your address and he will cable you when it arrives.

A guy should get in a taxi without talking to the driver, as the metres run on just the same when you're talking. Always have your home address in your pocket, as the ride may be finished in an ambulance. Don't ask the driver where you are going, as he will figger that you want to tour the city anyway and the only place he won't take you is the top of the Eiffel Tower, but he will add that on the bill anyway. The taxi will finally stop when it runs out of gas and if the name of the street is Rue de Bill it's probably the place you're bound for. Pay the bill and if he says anything tell him that he need not deliver the car to you, but to keep the money anyway.

If you go in a cafe at 11 o'clock the waiter will get around about 1 o'clock. There is never nothing on the menu to eat, no matter how careful you read it, and when the food comes you don't know whether to salt and pepper it or to use a nut cracker. While you are studying, the waiter will ask for a tip because the clock strikes 2 o'clock. Tell him to bring you the leaf of a tree, a limp dish rag with icing, something sweet and slimy on the scalloped tail of a high geared snail, and he will say something in French, probably that his daughter sprained her ankle while taking a violin lesson, but outside of that everything will be lovely.

I guess I will close now as I got to be in a battle today, which may decide the war, and I wish you would send them ten bucks you owe me Steve.

Yours 'til Germany goes Democratic,  
 PETE.

**Still Another Case of the "Flu"**  
 "Dat sho' no joke boy", said the negro corporal, "if I was mess sargent I would have ham and eggs, ham gravy wid the heat jest a sizzling out on the dish, an biscuits so doggone fat dat four of 'em would make a load fur a Zeppelin, and—" "Shut yo mouf boy", said the other coon, "you sho' am talking thru a thermometer."

**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.

**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.

**A Square Deal on the Square**  
**A. GIRARD**  
 Large assortment of  
**Books, Stationery, Office Supplies and Leather Goods**  
**AT REASONABLE PRICES**

Going to Town? Then stop at the  
**Liberty Shop**  
 12 rue Porte Neuve  
 there you will find pretty **SOUVENIRS**, military supplies, good **LUNCHEONS** and people who speak American ready to do their utmost to please you.

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

Petit Henri Gautier, war orphan of the 469th Aero Squadron, adopted last spring when the squadron was in Issoudun, writes regularly to his Godfathers, who are, to a man, interested in the little fellow's career.

"Excuse me, misters, if I take the liberty of writing you," began his latest letter; "I go to school and am making a little progress. I work very hard at school to educate myself, hoping to aid my mother later on. I like school very well, especially drawing and arithmetic, and when my class is out I hurry home to do all the errands for my mother who cannot walk well.

"I am going to be very good to my mother and she has promised me to take me to be photographed alone so that I can send it to you. Dear Godfathers I hope that my little letter will please you. I close in tending you my best respects. Your little protected Henri."

Already the men of the 469th are making plans to take their little mascot back to the States. If their plans fall through, just the satisfied thought that their 500 franc donation is protecting one little sufferer is worth ten times the trouble and cost.

James F. Kimball, who has been Sergeant-Major of the 2nd A. I. C. for the past year, received a commission as Second Lieutenant Friday, Nov. 15th, and assumed the title of Assistant Adjutant, the result of his hard consistent effort.

Other recent promotions from the ranks include: Sergeants W. E. Ryan, Eskoa Hoffman, P. E. Feit and Murray L. Kates all to be Second Lieutenants.

Six new little orphans are assured of keeps for a year by the recent contributions made at the 2nd A. I. C. Lieut. Stone, O. I. C. of the campaign, expects that this is but a small start as compared to what he believes will finally be subscribed.

The largest individual donation is that from Lt. Anonymous of 250 francs, and the largest collective donation from the 1103 Replacement Squadron, who dropped 750 frankies in the cash box, and claim before they get through their till will be overflowing. Other contributions: 15th Co. 4th M. M., 685; Construction Officers 500; Kind Observer 218; Observer 100; Kind Observer 100; Lieut. Gilbert 100; Local Purchase Crowd 100; Lieut. Denmark 50; Capt. Ard 20; Lieut. Welligan 20; Donation 12; Lieut. Cheston 10; Lieut. Ruiguld 10; Friend 10; Lieut. Nelson 5; Lieut. Lee 5; Lieut. Stevenson 5; Sergt. Scollay 5; Donation 5. Donations from the sale of newspapers at the post amounting to 822 francs has also gone into the fund.

A box is provided near the canteen counter in the Y. M. C. A. to receive all waste tinfoil from cigarette packages, etc. Every man is expected to save all that comes into his possession or that he finds around camp and deposit in this box. Tinfoil is one of the scarcest articles of the war.

Friday and Saturday evening advertising classes, begun by Mr. Boardman of the Y. M. C. A. Educational Board,

has increased to large proportions. Men who never before knew the ethics of merchandising are learning much that will aid them in their business after the war.

More "seconds" have become "firsts". A list of promotions published at G. H. O. recently include four men at this post made first lieutenants from the grade of second lieutenant. They are: T. H. Mittendorf, A. W. Woody, G. J. Rockwell and W. A. Stevenson.

Fifteen past or present members of the 98th Aero Squadron now at the 2nd A. I. C. convened at nearby French Ville last week for a supper in celebration of the anniversary of the 98th's arrival in France.

No speeches were made; there was no entertaining except for that which was inspired extemporaneously. Those present were: Sergeants Gilmer, Copland, Coleburn, Fitch; Corporals Jones, Dilts, Hamilton, Cooper, Flannery, Burson, and Privates Klien and Hanks.

The "Blois Review," staged under the personal direction of Corporal Eddie Cox for the benefit of the French Red Cross and composed of the best and most noted American talent in the A. E. F., drew an immense attendance from this center Thursday and Friday nights the week of November 10th. Ladies of the Quartermaster and Signal Corps sold the tickets and both nights the house was packed with Airnats.

Second A. I. C. squadrons are using every available means to collect information and material that will help record the history of each individual organization, which will finally be merged into the history of the post. Every officer and the entire enlisted personnel should co-operate to help make an authentic story of the post's accomplishments in the great war.

Several squadrons have received a supply of books from the American Library Association to be kept in the orderly rooms and loaned to the men to read. Eventually it will mean a separate library for every unit.

The Guaranty Trust Company, with complete banking facilities in Tours at 7 Rue Etienne Paullu, offer to men of the 2nd A. I. C. an excellent service. All members of the organization speak English.

Uncle Sam is not going to send over any turkeys for this year's Thanksgiving dinner, but this squadron is preparing a dinner so big that even the absence of turkey won't be felt.

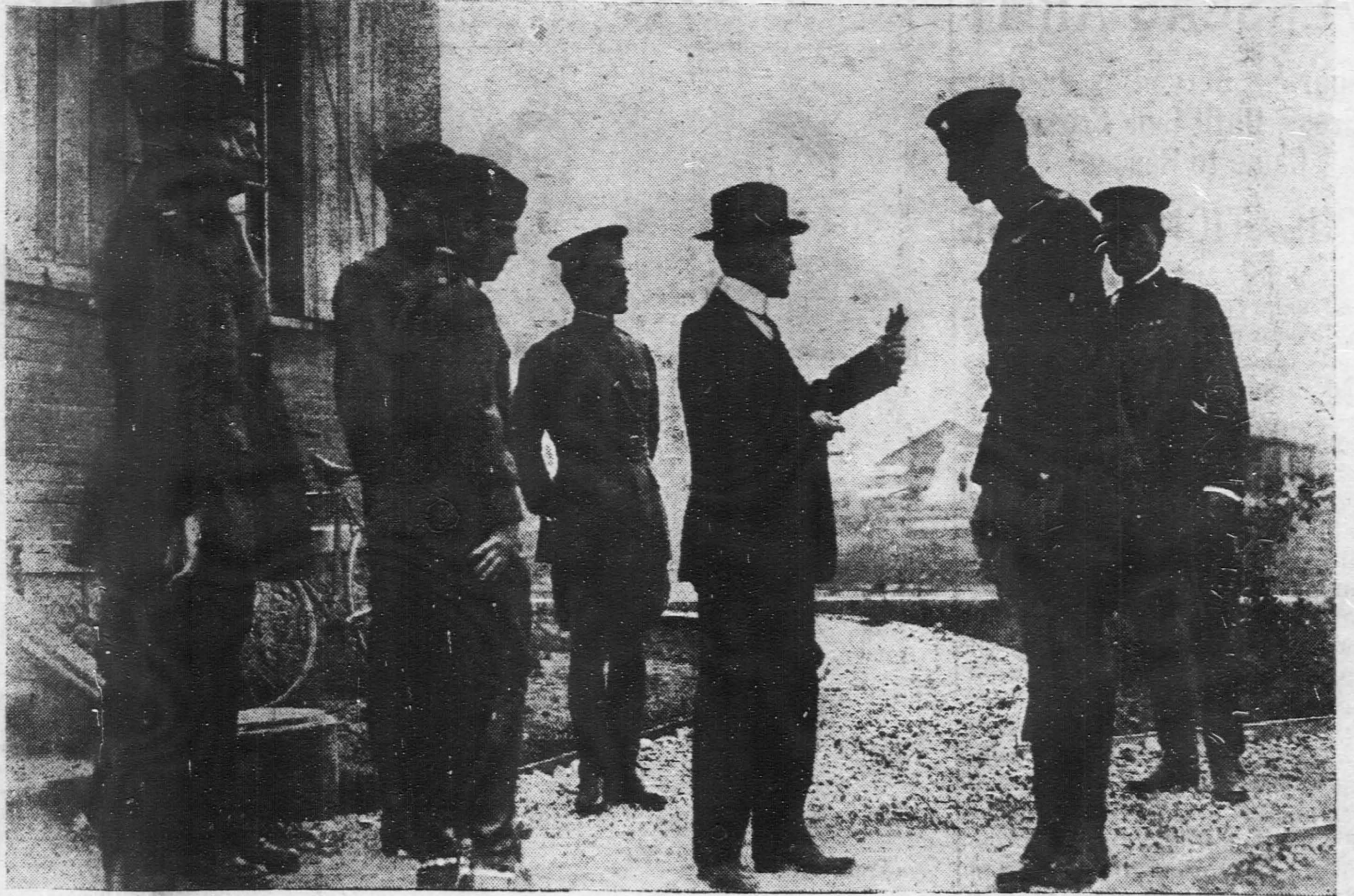
The man who holds the record for pancake eating, commonly known as "Swede", stands ready to defend his title, in the name of the squadron.

Rough practice caused Sergt. Speck, our doted half-back, to suffer a broken nose in this week's scrimmage.

The men have discovered by close examination of Captain Clark's neck that he has lost all faith in doctors and is now practicing Christian Science.

After a big night in Tours, "Red" said

## SECRETARY OF WAR BAKER INSPECTS THE 2nd A. I. C. DURING RECENT VISIT TO FRANCE



From right to left: General Bliss, former Chief of Staff; Lieut-Col. Fitz Gerald, C. O. 2nd A. I. C.; Secretary Baker; 1st Lieut. A. B. Johnson, Adjutant 2nd A. I. C.; Brig-Gen. Johnson Hagood (in foreground); Capt. H. Hardinge, S. C. Director Radio School, 2nd A. I. C.; (in rear) 1st Lieut. Chas. B. Reeves, A. S., Adjutant Observer's School, 2nd A. I. C.; Capt. E. R. Spiegel, A. S. Engineering Officer, 2nd A. I. C.

it was the "Goldfish" he had for dinner that made him sick.

**1103 Replacement Squadron Notes**  
Sergeant Dean B. Winger is the latest in our ranks to be called for flying.

The squadron gets credit for being the largest contributors to the Christmas War Orphan Fund, having donated 750 francs, with more coming in.

**102nd Aero Squadron Notes**  
Recent promotions in the squadron include: To be Sergeants first class, D. Anderson, A. Barth, R. Lee, G. Pigott, R. Tew and F. Ward.

**16th Aero Squadron Notes**  
Lieut. Heath Melton assumes new duties as Squadron Adviser, in addition to his other duties.

M. S. E. Joseph D. Johnson has been called for flying, having begun his training.

Watch for the famous story of the squadron's celebrated "Standing Reader," which will shortly run in serial form in the PLANE NEWS, written by Sergeant Calvin.

Several weeks ago when football was in the air the 16th organized a team and after many practice sessions and the team whipped into shape fifteen men were sent on D. S. to Paris, of which ten belonged to the football team. Still, after lectures by Lieuts. Melton and Durrett, it was decided that a team should be put on the field to represent the squadron. A game was scheduled and the "anger" mob was on the side lines ready to support their men. Lucky for the opposing forces, however, the game was postponed and fate had once

more robbed the 16th of its desire to "tear 'em up." The team is ready, however, and when it meets the 492nd on November 24th they will have beaucoup francs to back up their skill.

**"I'M TAKING THE FIRST BOAT BACK TO YOU", SAYS IRENE FRANKLIN**

Miss Irene Franklin whom most Aviation camps will long remember, since she performed for their benefit many times, has returned to the States after a strenuous tour of the A. E. F. and has written the PLANE NEWS that she is anxious to get back to France.

"Please send me your great little paper regularly," she begins, "I enjoy it very much.

"We arrived home last week and Oh, how we both (meaning her husband, Bert Green and self) wish we were again in France with our boys. But just as soon as I get the coal bin filled I am going to take the first boat back. My job is "Over There". Merry Christmas to all my boys. Theirs truly, (Signed) Irene Franklin."

It is hoped the New Year in the A. E. F. will see Miss Franklin on the one night stands again in the muddy fields of France.

### Officer's Dance Wednesday

A dance for officers will be held in Hut 2 the night before Thanksgiving. The 3rd A. I. C. band will furnish the music, and many officers from nearby camps are expected to be in attendance.

Ladies of the Red Cross and Y.M.C.A. will be guests at the dance. One of the most successful dances yet seen on the post is expected to result on this night.

### Post Band Continues to Entertain Outlying Fields

The post band has been adhering faithfully to their program of concerts in the outlying fields the past few weeks.

The men of the fields always greet these concerts with great delight and in some of the fields this is the only form of entertainment that comes along.

The cooks on the fields watch the dates on which the band is to appear and usually have a good meat awaiting the music producers. An unusually good meal was given the band at Field 9 recently, which the band members enjoyed so much they cut short their program to show their appreciation of the good eats.

### First Enlisted Aviator to Receive D. H. 4 Training is Highly Praised

Sgt. L. E. Arnold, 37th Aero Squadron the first enlisted student aviator to receive flying instructions on the D-H 4 ships at Field Ten, has been commended highly by 1st Lieut. W. A. Williams, officer in charge of flying at that field.

Lieut. Williams says: "I took particular notice of his attitude and general conduct as a student. I am very glad to say that he has, in my opinion, been a model student, both as regards his conduct and his aptitude. His record has been good. It is very gratifying to know that so many of the enlisted men who were given the chance to fly, justified the confidence which was placed in them by their Commanding Officers in recommending them for flying."

An Airnat who had been exposed to disease germs went to call on his petite chere one night, and his arms "Flu" around her at once.

**BUY THE BEST**

A Real American Newspaper

**The Chicago Tribune**

ARMY EDITION

All the News From Home

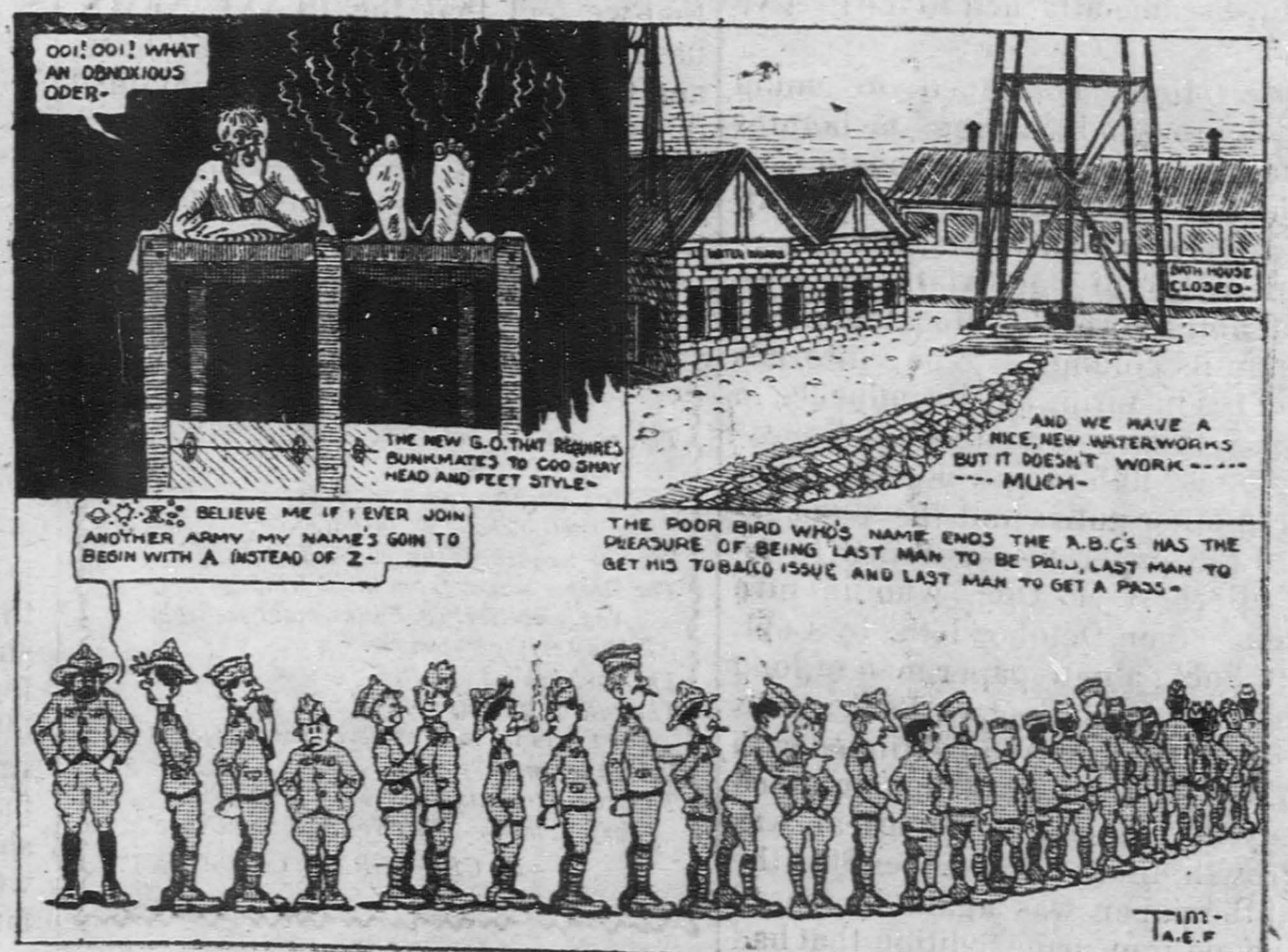
Told First and in the Way You Are Used To

All the News From the Front

By Special Writers With Our Army and Navy

AMERICAN FEATURES  
Briggs--Ring Lardner--B. L. T.

### DOESN'T IT GET YOUR MORALE?



# "Worst Mudhole in France" Becomes World's Greatest Flying Center

## Despite Adverse Conditions Third A. I. C. Has Been Made Advance Training School Where Pilots Are Put Through Severe Course Which Determines Their Fitness to Fly

Editor's Note—Now that the censor is becoming more generous, as a result of the defeat of the Hun, publication is permitted of intimate stories such as this description of the 3rd A. I. C., which is written in the present tense, and without regard to the "finis la guerre." As a matter of fact, the 3rd A. I. C. is "carrying on" just as if there is no armistice.

The Third Aviation Instruction Center, perhaps better known as Issoudun, is the largest flying center in the world. It is located approximately one hundred and fifty miles south of Paris in the department of Indre, midway between the towns of Issoudun and Vatan. This school is an Advanced Training School primarily for the development of chase or pursuit pilots, while facilities are provided for the training of pilots of bombardment, artillery observation and reconnaissance machines. The general scheme of the school is devoted to the finishing of pilots for the small swift type of combat planes. The course here is admitted by French and English aviators to be the stiffest in the Allied Armies and it is of such a nature that when the individual pilot is graduated from this school to the Front, he can be depended upon to make good. It is a matter of record that the pilots sent from Issoudun to the First and Second American Armies have won high praise from Commanding Officers, who have notified the Chief of the Air Service that they are the best pilots at the Front.

### Finishing School

The Third Aviation Instruction Center is the finishing school for all American pilots who have received preliminary training in the States, France, Italy or England; in fact, every American pilot, before finally going to the fighting front, is sent to Issoudun to receive final training. The school maintains a constant liaison with the Front, and moniteurs are constantly going from this school to the Front, and returning in order that the pupils may receive the benefit of the very latest developments in aerial warfare.

Apart from being a finishing school, the Third Aviation Instruction Center is really the point in the pilot's training where his future is decided. Here, it is determined whether the aviator is best suited for pursuit, bombardment, artillery observation or reconnaissance work; or whether he is capable of flying any of these types of machines at the Front. The disposition of his training is finally made here.

As previously stated the course of training at this school is a very comprehensive one and extends further than actual instruction in the air; for, in addition to the flying training, there are thorough courses on subjects which are vital to the success of an aviator, and subjects in which he is instructed both practically and theoretically.

From a physical standpoint the Third Aviation Instruction Center may be justly regarded as one of the greatest achieve-

ments of the American Expeditionary Forces, other than our actual accomplishments on the Western Front. The Post is a tribute to American Genius. It stands today a modern city in the heart of France; far removed from the nearest towns. It is absolutely self-supporting, with its own electric light system, sewers, water works, its own railroad, its own fire department, repair shops, supply department, machine shops, hospitals, target ranges, etc., it even publishes its own newspaper, which is edited and printed by soldiers. While its founders were busy laying out the modern city, they did not overlook the streets, sidewalks and macadam road.

### Performing a Miracle

To appreciate Issoudun fully, it must be known that one year ago the site was regarded as the "worst mud hole in France" and when the American officials decided to select it for the site of its greatest flying school, both French and English aviation experts threw up their hands and hoisted "horror." "It could not be done," they said. But it was done and today Issoudun has been transformed from the "worst mud hole in France" to the show place of the A. E. F. No visitor comes to France without visiting Issoudun. Secretary of War Baker and scores of high army officers, together with civilian officials from the States, have included Issoudun on their itinerary of the A. E. F. Because of the existing conditions in France, the school is as nearly self-supporting as is possible to be. To make this possible the Aero Repair Department and the Machine Shops are essential parts of the institution, incidentally saving millions of dollars annually to the United States Government.

The Aero Supply Department at this post is regarded as a model of its kind, because of the orderly manner in which the many thousands of airplane parts are arranged. Instead of "confusion the worst confounded" existing, the utmost order prevails. The Supply Department here is used as an example of orderliness for all other Air Service institutions in Europe. The Supply Department is virtually a depot supplying all of the outlying fields. The depot is divided into seven (7) different departments: Nieuport airplane parts, parts for all makes of airplanes, motors and motor parts, hardware, instruments, clothing and the gasoline, and oil and grease department.

### Variety of Machines

There are in use at this field many different types of Nieuport Airplanes. Some parts of these different types of Nieuport Airplanes are interchangeable, but in spite of this it is necessary to carry about twenty-nine thousand (29,000) different parts for Nieuport planes in stock at all times.

In addition to the large number of Nieuport planes in use at this center, the following types of planes are also

used: Morane, Spad, Sopwith, Avro, American DeHavilland—type 4 with the Liberty Motor.

To keep these ships in the air, it is necessary that a stock of approximately fifteen thousand (15,000) parts be kept on hand.

Department number three is devoted to motors, and includes the LeRhone, Gnome, Anzani, Clerget, Hispano Suiza, and the American Liberty motor. Approximately twenty thousand (20,000) different parts are necessary for these numerous types of motors.

The fourth sub-division is devoted to hardware and in stock is carried all kinds of tools, sheet metal, iron, steel stock, all kinds and sizes of nails screws and bolts, lumber, wire and technical literature.

Various technical instruments are included in the equipment of an airplane and in the fifth sub-division may be found compasses, clinometers, altimeters, revolution counters, tachometers, air speed indicators, clocks, etc.

For the protection of the aviators and the air service chauffeurs and mechanics it is necessary that special clothing be provided. In the clothing sub-division may be found thousands of dollars worth of special aviation clothing which is issued to the men by the government.

### "Beaucoup" Gasoline Required

To keep the planes in the air and the large number of automobiles on the ground huge quantities of oil and gasoline are required. The seventh sub-division of the Supply Department has charge of these matters. Three grades of gasoline, eight of oil and three of grease are in constant use here. The monthly consumption of gasoline is enormous and in order to insure that there be a complete supply on hand at all times, tank car trains are in constant convoy to this center from the base ports, where the gasoline is received.

### The Aero Repair Department

Here, more than a million dollars every month is saved the United States Government. Planes that appear on the field, after a crash, to be a total wreck and good only for the scrap heap, are brought here; carefully salvaged and rebuilt. In order to do this, and with the absence of supply of essential necessities, such as is available in the States, it is necessary that the keenest "Yankee" ingenuity be used. Men who had never before seen an airplane have been trained into the best expert woodworkers.

In this shop is built wooden parts for machines of all types, including the Liberty Plane. Not only is woodwork constructed, including wings, spars, struts, longerons, landing chassis, etc., but cables are made; likewise wings are constructed completely.

An example of what this shop has done follows: Nieuport Planes have been found excellent for dangerous combat training. Because the French Manufact-

urers failed to deliver sufficient planes, it appeared as if combat training on this field would cease and that pilots, who were badly needed at the Front, would be held up for lack of this advanced instruction. However, the Aero Repair Department was informed of the dilemma, all hands were put to work at once, on this type, and the result was that the crisis was met.

It is estimated that this shop saves the U. S. Government more than one hundred thousand dollars a week in spare parts for planes, by manufacturing them out of salvaged materials, and with a supply of spruce received from the States.

### Props Are Made Over

The most essential feature of this department is the Propeller Repair Shops. The propeller on an airplane represents the most high degree of expert work and it must be absolutely carved correctly and properly balanced with reference to weight, or else the airplane is dangerous. Propellers represent a large amount of long and tedious work and consequently are very expensive. At the same time they may be regarded as one of the vulnerable parts of an airplane and are subject to more constant breakage than any other part of the ship. When a nick or a small hole is broken on the propeller, it is usually regarded as of no further service; no more here. Every propeller is carefully shaved and the wood is salvaged to patch up other propellers. This requires the highest degree of proficiency, because the work must be absolutely matched and there must not be any variance in the weight nor the size.

Before the Third Aviation Instruction Center began salvaging "props", it was thought impossible that these propellers could be saved, and insofar as it is known, this was the first flying center in the world where efforts were made to redeem propellers, incidentally saving huge sums for the Government and at the same time assuring a supply of essential parts.

### Machine Shop

The flying life of an airplane engine is but fifty (50) hours. This means that after only fifty hours of flying the motor is removed from the plane and is sent to the Machine Shops for a thorough overhauling. The engine is stripped completely and every part carefully gone over and when it is found necessary new parts are substituted. Then after the motor is assembled it is put on the block and is thoroughly tested to determine that it is absolutely safe.

The output one week recently in these shops was one hundred and nineteen (119) motors, complete. This included one hundred and ten (110) LeRhone Motors, eight (8) Liberties and one (1) Hispano Suiza. In one day alone twenty-eight (28) motors were turned out of the shops.

In addition to rebuilding motors these shops manufacture huge quantities of spare parts for motors, including new pistons, piston pins, piston rings, all kinds of bushings, cam followers, cam rollers, reamers, milling machine cutters and the majority of tools that are necessary for use of the workmen, but this is not all. The shop includes a Sheet Metal Department where gas tanks and airplane hoods are repaired; an Instrument room where delicate altimeters and watches are tuned up and made perfect recording pieces. Furthermore in one week one hundred and forty-three (143) magnetoes, two hundred and ninety (290) wheels, and two thousand one hundred

## The "Finis la Guerre" Makes No Difference to Chinwaws

So much has been written and said of the Yanks, French, English and the other Allies happiness that everybody knows just about how joyful they are, but how about the Chinese laborer in France? How does he feel about the ending of the war, and does he want to go home? One is accustomed to think of the coolies as a mere sort of machine without a heart and without little brains, but that's all wrong.

"Hey, you gufey Chinwah," yelled an Airmat to a Chinese laborer; "why don't yuh get a smile on that yellow map of yours. Don't you know it's fini la guerre?"

"Mon mondy," says the coolie, which is select Shanghai highbrow talk for "not so fast, there's plenty of time." The coolie recalled that he had signed up for five years and it wasn't time to smile yet.

Perhaps the smartest and sharpest witted coolie of the 3rd A. I. C. Chinese detachment is the "adjutant" of the PLANE NEWS. The second day he was in the office he tried to call up his home "China over the phone, and brought over all his clothes to be washed in the "laundrying machine," which he figured the press was. He is quick to pick up choice bits of American slang, and one day when a 'Y' man came in and asked for a paper he replied "How do you get that way?" An Airmat called up from an adjoining field one day to know if Germany had surrendered, and there being no one in, the coolie answered the phone and said: "Seven little rat tails in my mouth, chew, chew, chew." The Airmat probably figured that he was speaking to the Kaiser himself. The "adjutant" was asked if he was glad to see the finish of the war. "Me beaucoup glad," he said; "departee Shanghai toot sweet. Me Chinawah Mademoiselle in China—petite garcon, cum sah (indicating her height with his hand). You give me Bull tobac."

He says that his friend runs a chop suey joint in New York, but is coming back to China when he saves up enough money. He told his wife when he left China that he would be gone seven or thirty years, he didn't know which, and for her to write him every three years. He plans to go to New York or San Francisco after the war—it depends upon his money as which.

It all goes to show that even the coolies are glad to see the big show end.

and forty (2140) spark plugs were rebuilt, while the output of vulcanized tubes was three hundred and fifty (350).

The Blacksmith Shop and Acetylene Welding Room manufacture radiators of all kinds, the famous Rickenbacker Mud Guard, which is in wide use on planes in the A. E. F., aluminum, bronze and brass castings.

Between the Aero Repair Department and the Machine Shops nothing is wasted. Everything pertaining to a plane is salvaged and if it cannot be re-used as originally intended, it is used for some other purpose.

In addition to these organizations there is the Test Department including in its personnel a number of experienced pilots who thoroughly test the machines before they go up in the air, and these pilots fly the machines themselves to make doubly sure of their perfection before turning them over to the student pilots.

## Private G. I. Kan Is No Dumb Owl

By "Tim"



# STUDENT COUNCIL ORGANIZATION TO ADJUST AVIATOR'S GRIEVANCES

## It Helps Also By Remedying Pilots--They Must Observe Rules of Military Discipline Just Like Other Soldiers

Under the leadership of Capt. H. H. Salmon, Jr., representatives from the Flying Officers and Cadets who were then under instruction at this Center met and formed what was known as the Temporary Student Council. The only purpose of this Temporary Student Council was to draw up a draft of a constitution and submit it to the Student Body for ratification. This was done, the student body ratified it; Lieut.-Col. Bingham, Commanding Officer of the Post, approved it; the Student Council from being a non-existent intangible body became a definite organization.

### Purpose and Aims of Student Council

The purpose in the organization of the Student Council was to bring into a closer relationship the student body at this field and the Headquarters Detachment. Its hope is to raise the morale of the student flyers and to create a finer "esprit de corps"; to do anything and everything it can for the greater welfare and comfort of students. It also intends to exert the authority vested in it to suppress those tendencies manifest in the student officers, in a very small percentage to disregard regulations, and to impress upon them the absolute necessity of obeying all orders and complying with all regulations, and to stamp on their minds the purpose for which they are here; impressing upon them the essentiality of being on hand to take advantage of every moment of flying time that there is to be had. In addition its purpose is to act as the medium through which complaints may be made, and recommendations which would prove advantageous in training be brought forward.

### What Has Been Accomplished

Since its inception the Student Council has been able to help the student flyers at this Center in many ways, a few of which are of sufficient moment to be records. One of its earliest recommendations, that of centralizing the issue of flying equipment and allowing the student flyer to keep this equipment in his possession until the completion of his course at this Center, was adopted some time ago by the Training Department, and recently put in force. From now on student flyers at this Center will draw their equipment at the start of their course of training. This equipment they will keep from field to field, until they have completed their training and are graduated from the 3rd A. I. C. It is obvious the amount of petty annoyance and difficulties which this system removes from the path of the fledgling airnats, and its benefits are sure to be far reach-

ing in the saving of extra paper work, clerical help, etc., to the Aero Supply and Engineering Departments. The question of passes and leaves also was brought up and the result was a far greater latitude in the granting of leaves and passes, as well as definite statement that leaves could be arranged for those flyers who were entitled to the same on completion of their training at Field 7, and while they are waiting for the congestion at Field 8 to relax sufficiently for them to continue their training. As to passes through the Student Council it became only necessary to sign a registry book, go in town and come back.

Among other things the Student Council made arrangements for books to be sent to the outlying fields for the use of the student flyers by the Red Cross; it advocated the placing in rouleurs of straps and casques for the students. It recommended that stationary map holders be made part of a planes's equipment instead of the present system of hanging the map around your neck. At the section of one of the outlying fields it recommended a more thorough course in manette work.

The officers at this field who received their flying orders at Chateauroux have special reason to remember the student council in that it sent a representative down to the Quartermaster at Montierchaume and now these officers are collecting checks for commutation of rations and final statements.

The problem the Student Council is endeavoring to solve at present is the mess for the enlisted flyers at this field. This it expects to be able to announce next week.

### System of Government

Under the present system the section as it enters the school elects a representative to the Student Council and this representative represents the sections throughout its course at the school. The delegates of the Student Council elect one of their body as chairman and one as vice-chairman. The term of office of the chairman is one month, of the vice-chairman one month or until graduated.

When the Student Council was first organized, Lieut.-Col. Bingham in order to carry out in as far as possible the constitution which he had approved made the Chairman of the Student Council (at that time Capt. H. H. Salmon, Jr.) the Commanding Officer of Headquarters Detachment. When other and more important duties called for Capt. H. H. Salmon's services he was relieved from command of Headquarters Detachment and resigned as Chairman of the

# U. S. Planes Feature Loan Poster By Pailer--Original to Lieut.-Col. Bingham



Henri Pailer, distinguished French artist, has presented Lieut.-Col. Bingham with the original of one of his French Liberation Loan posters, as shown above.

The poster is a handsome one, and depicts a ruined French village with the German Imperial Eagle circling overhead as if it had been gloating upon the destruction. But the sky is filled

with American airplanes and the eagle, screaming with rage, falls baffled to the earth. The United States markings are on the planes, and the artist has seemingly put into the picture the supreme aid which Uncle Sam's air fleet has proven to France, and the rage and despair which the fleet has been greeted by Germany.

The poster is one of the most handsome which was created to support the French Liberation Loan, and is a typical example of the superb ability of French artists.

Pailer is now stationed in a French garrison near the 3rd A. I. C. He was recently selected from the ranks for training as an officer.

Council. When the next chairman was elected Lieut.-Col. Bingham pointed out strongly to the delegates present at that meeting the inadvisability of having the Chairman of the Student Council and the Commanding Officer of Headquarters Detachment one and the same man, with the result that the new Chairman of the Student Council was not Commanding Officer of Headquarters Detachment.

The disciplining of the student body had been handed over to the Student Council but inasmuch as it saw itself becoming very much of a grievance committee and not finding itself able to discipline their own members the disciplining of the student body was respectfully handed back to the Commanding Officer of Headquarters Detachment. It had a string tied to it and some day possibly the Student Council will pull that string and once more hand out the discipline to the Student Body, if desired.

## Issoudun Honors President Wilson

The city of Issoudun rechristened its most beautiful street Sunday with an elaborate parade and ceremony. The new name of the street is "Avenue du President Wilson". Little girls of the town, carrying flags, unveiled the new street signs, displaying the new name.

The parade was formed in the central square of the city, and consisted of French and American soldiers, and airnats, the 3rd A. I. C. band, and little girls of the city, who carried French and American flags and marched between the French and American soldiers.

Lieut.-Col. Bingham and staff marched at the head of the parade to the new "Avenue du President Wilson". Mayor Boisfard of Issoudun delivering a short speech, eulogizing the homage which

France wished to pay the United States, and Lieut.-Col. Bingham replied briefly in French.

French soldiers set off fireworks in the nearby park, and to the singing of the Marseillaise and Star Spangled Banner, the young girls unveiled the new street signs, and the new lettering, "Avenue du President Wilson" was displayed to the gaze of the vast crowd in attendance. A Liberty Plane circled overhead dropping photos of famous French generals upon the crowd.

A large crowd of French and American soldiers, the people of the city, and visitors were present during the ceremonies. The new street is the principal one of the town and leads from the central square to the park.

Make PLANE NEWS a Xmas gift home--5 francs, six months.

# War Orphans

By "Alex"

OH GEORGE! WHAT'LL MOTHER SAY!

OUI! OUI!

I JEST ADOPTED 'EM - YA SEE AND WE'LL HAVE A GOOD START ANY WAY.

OUI-OUI!

DE-DONG M'SIEUR!

THE SIX CLOWN LEMONS. BARNUM AND BAILEY SHOULD ADOPT 'EM

READING FROM LEFT TO RIGHT: ONE, TWO, THREE, FOUR, FIVE, SIX.

WELL THESE SERVICE STRIPES DON'T MEAN ANYTHING AT ALL - I JEST ADOPTED BOTH UV'EM.

OH!

PAS BON OUI!

ADOPT A WAR ORPHAN NOW!

DONATIONS AND COMMUNICATIONS REGARDING THE CHILDREN WAR ORPHANS DEPARTMENT PLANE NEWS, RED CROSS, HQRTS. DETACHMENT, FIELD HQGT.

YES YOUNG MAN YOU'LL BE DOING YOUR BIT BY ADOPTING A WAR ORPHAN.

FROM BONE! I THINK I'LL TAKE ONE, A PETITE JANE ABOUT 18 YRS OLD.

-AND I DON'T HAVE TA PAY DUTY ON 'EM!

THE OLD BARRACK BAG WILL TAKE CARE OF THE TRANSPORTATION TO THE STATES

LEARNING FRENCH

## THEY ARE PUTTING THE THIRD A. I. C. ON THE FOOTBALL MAP



From left to right top row, Pvt. Gumbert, 641st, Sgt. 1 cl. Mann, 13th Co. 3rd Regt., Sgt. Grieg, Co. B, 11th Marines, Cpl. Long, 801st, Cpl. Spalding, 10th, Sgt. 1 cl. Jameson, 13th Co. 4th Regt., Sgt. 1 cl. Puryear, 12th Co. 3rd Regt., Sgt. Huey, 642nd, Middle row, Lieut. H. F. Hauserman, Dr. Wm. L. Cummings, H. N. Jacks, H. F. Meyers. Bottom row, Sgt. 1 cl. Brown, 35th, Sgt. 1 cl. Hartman, 644th, Pvt. Stunkel, 101st, Pvt. Stoner, 1st Co. 2nd Regt., A. S. M., Sgt. Heaton, 3rd, Co. 2nd Regt., A. S. M., Pvt. 1 cl. Perrin, 33rd, Sgt. Rodgers, 32nd, Cpl. Truett, 32nd.

Here are the men who have put the 3rd A. I. C. on the football map of the A.E.F. As in Aviation so with the pigskin game this center stands supreme among all the posts of France.

Every team has a sprinkling of ex-college stars, while ex-scholastic performers are numerous. You can almost imagine yourself at a real college tussle when you listen to an organized cheering sec-

tion such as several organizations have to cheer them on.

Under the tutelage of football stars among the officers of the 3rd A.I.C. every team has been molded into a football machine of no mean strength, indeed several elevens approach the all-around excellence and finish of a well-coached college aggregation.

Behind the excellent group of captains

there are Lieutenant Hauserman, Athletic Officer and the staff of Physical Directors of the Y. M. C. A. They include Dr. Cummings, former Tufts college star and one of the foremost athletic trainers in the United States, H. F. Meyers, erstwhile Wooster College football star and later Athletic Director there, and H. N. Jacks, who achieved athletic prominence at Drake University and Yale.

## FOOTBALL ELEVENS GET INTO SHAPE FOR TURKEY DAY GAME

### Championship Teams Will Battle For Post Title—Thirty-Fifth Trounces First "Macs"

A clear sky and a bright sun greeted the football fans of the 3rd A. I. C. Sunday and immediately after dinner the fans started filing out of barracks and wending their way towards the fields. Each team had its supporters and the cheering from the opposing fans was as great as if the news of the armistice had just been signed.

Because of lack of practice and other reasons, several of the elevens were unable to play the games scheduled and the day was marred by some of the games being forfeited. Perhaps the most interesting game of the day was the one between the 35th Squadron and the 1st Company Air Service Mechanics on Field 2. The game between the 641st and 32nd Squadrons was expected to develop into an interesting set-to, but owing to the inability of some of the men from the 32nd to appear with the eleven their Commanding Officer forfeited the game to the 641st. This was a disappointment to the large crowd that had gathered to witness the game. However, it is hoped the two aggregations can get together later.

#### Marines Win Forfeit

The 801st Squadron forfeited to the Marines because of a misunderstanding as to whether the Marines would be able to play, therefore they did not get any practice before the game, consequently it was decided to forfeit.

The 13th Co. 4th Regt. Air Service Mechanics forfeited to the 12th Co. 3rd A. S. M., the 13th Co. failing to appear on the field for reasons unknown.

The 13th Co. 3rd A. S. M. forfeited to the 372nd Aero Squadron, the Motor Macks failing to show up, and again the reason is unobtainable.

The 642nd Squadron took the big end of the score in a fierce game with the 3rd Co. 2nd A. S. M. by 20 to 0. The "Macks" were on the schedule but nobody could see them in the game, for the Airnats carried the game by storm and only the desperate defence of the A. S. M. prevented a much larger score from being piled up.

#### 101st Victorious Over 644th

The 101st Squadron defeated the 644th Squadron 21 to 20 at Field 8. This game has been looked forward eagerly for some time by men of the field and the result of the score proved how evenly matched the two elevens were. A large crowd witnessed the game and the dope ran just about even before the game. Both aggregations battled fiercely, each being able to push the oval over for touchdowns, however the 101st was able to kick a goal when the 644th allowed the pigskin to veer from the mark, and that cinched the game for the 101st. The game proved to be one of the most interesting during the entire

season and as the result was so close it is probable that the two gridiron surveyors will mix again, the favorite date being Thanksgiving.

#### 10th Bests 31st

Another game that almost rivaled the 101st-644th game was that between the 10th and 31st Squadrons. Considerable interest had been manifested in this tussle before the whistle had sounded and again the dope treated each shock absorber about even. The 10th, however nosed the 31st out of their salient and took the best looking end of the score, which was 21-7. The 10th showed up best in offensive and with the aid of the forward pass and broken field running were able to run their part of the scoring to 21, while a lone 7, a result of a touchdown and a kicked goal, was the best punch their rivals could deliver.

#### 35th on Warpath

While these other games were about running true to form the dope was being completely upset over at Field 2, where the formidable eleven of the 35th trounced the 1st Co. 2nd A. S. M. to the tune of 25-0. Only the limits of the field kept the 35th from overrunning Belgium and their total scoring rivaled the largest day's advance made in the war by the Yanks. The winners were in rare form and attacked the defence of the Macs with such aggressive spirit that there was no holding them and the Macs turned their attention to holding down the score, being pressed hard to keep below the 25 mark.

The 372nd Squadron didn't believe in omens, so they were content to beat the 12th Co. 3rd A. S. M. by a score of 13-0. Another interesting exhibition resulted from this game and the spectators were rewarded for coming out by seeing a fast and clean playing period.

In the game between the 35th Squadron and the A. S. M., the open field running of Quarterback Harril featured, this lad taking the oval just about where he pleased. He is a good sprinter and starts his runs with the intention of not being stopped, all of which made it hard for the Macs.

A larger score was undoubtedly prevented by the right halfback of the Macs who is a punter of no mean ability. He repeatedly kicked out of danger, landing the ball 40 yards without effort in the enemy's territory. With Harril to carry the ball for them, the 35th pushed sturdily towards the goal whenever they got hold of the pigskin, but if it fell out of their grasp they could safely figure on placing a man 40 yards back and the ensuing punt would fall almost in the waiting man's hands.

The back field playing of the 35th was good also, proving so great an obstacle that the Macs dashed futilely against this

stone wall.

It was a perfect day for football and the crowd that turned out for this game went away at the close congratulating themselves upon their foresight.

#### Season Ends Thanksgiving

The season will end upon Thanksgiving day, when the championship game will be played. The teams which still remain in the running will either get together upon November 24th, or the elimination will be accomplished by basis of percent upon scores and games. This will probably be the final means of settling the dispute, and the personnel of the two elevens which will do battle upon Thanksgiving. All ties will be played off upon November 24th also. No regular schedule is announced for that date, but it will be dedicated to the elimination of all claimants for the big title. The games for November 24th can be found in another column.

### Despite All War Ending Talk Motor Repair Shops Hang Up Record

A high water mark for work and efficiency under adverse circumstance was hung up in the aeronautical machine shop a few days ago when thirty-eight motors were stripped, repaired completely, and tested in one day. This is a record that any machine shop of much larger size than the one at Issoudun can well be proud of. Coming at a time when men everywhere are inclined to slow down with their work, thinking the war is over, it is regarded as all the more remarkable.

The enlisted men in the machine shops, to whom the credit must go were highly complimented by Lieutenant-Colonel Bingham, commanding officer of the Post, who pointed out their efforts as another example of the splendid Americanism, which comprises the enlisted personnel of the Air Service.

#### Speaking About Inspections Buddie

"—and nobody else but General Pershing come to camp to inspect us Steve, so the Skipper lined us up with so many trick belts and bags a hanging on us that Robert E. Peary would of thought he had discovered a new kind of hat rack if he had seen us, and when General Pershing looked us over we all stood so straight and stiff, that if he hadn't a knowed we was soldiers, he would of took us for a counter of odds and ends in a Woolworth store and what not else. I guess the only reason that he didn't pin some of them Cross de Gears on us was that they was no more room on us, but it don't matter anyway Steve, as the Squadron took a straw vote the other night and decided that we was the classiest bunch of soldiers in France, but outside of that everything is lovely". (From a letter to Kelly Field.)

#### A Choice Piece of Diplomacy

2nd Lieutenant: "Say clerk why did you put 1st Lieutenant on these letters I am to censor, instead of 2nd Lieut.?" Lance Corporal: "Well sir, them letters have to go by French mail service and I knowed you would be a 1st Lieutenant before they get there."

## AIRNATS WARD AT CAMP HOSPITAL IS A MODEL FOR CHEERFULNESS

### Regardless of Ailment or Narrow Escapes Hero Persons Back Home, Attract No Undue Attention From Fellow Sufferers

Perhaps the first place a person in France would look to find gloom, sorrow and down-heartedness would be in an army hospital. If, by chance, however, he happened to stroll into a flyer's ward at the hospital of the 3rd A. I. C. he would, at a glance, learn that he had been decidedly mistaken.

From the standpoint of mutual sympathy and good fellowship, the spirit there would remind him of the passengers who are almost at their destination after traversing the continent in one of America's famous Pullman cars.

Always feeling that it was by the grace of God that his life had not been suddenly and tragically terminated at a time when the "home coming" is within sight, the new patient—no matter how painful his bruises, how awkward his splints or how cumbersome his bandages—takes on the prevailing spirit of optimism, and he is then formally introduced into the jovial family by relating the details of his crash, never failing to add that it was due to the fault of the ship, or to the recklessness of the "other fellow."

Soon he forgets his modesty and becomes an "old head" by summoning and censoring the orderly frequently; asking that breakfast be served at his bedside; insisting on the regular diet, or even by cautiously—but guiltily—wabbling out of his cot on borrowed crutches to join his comrades at the fireside after the nurse, who had been fondling him in motherly fashion, has departed for her daily afternoon recreation.

Above all, humor has a dominating place in the ward, although one must be careful if he does not wish to be the victim of a well placed barrage of shoes. Sam Browne belts or any other garment or article that happens to be nearby.

For instance, the "almost well" patient who drolly muttered: "Well, his temperature must be going down," after the horrified nurse had exclaimed: "Good Lord, that boy has gone to sleep with a thermometer in his mouth," has learned to remain quiet at such a precarious moment.

#### Inside Dope Defender

Too, the "always well informed" lad who just got "inside information" that all fliers would be held in Europe for at least one year after peace has been declared to patrol German territory and see that the terms of the victorious armistice are adhered to, has been taught to keep that kind of "information" to himself.

But, of course, there are occasion-

when the patient must regard his life in the ward more seriously. The designated hour when he is to have his limb reset, or his tender bruise or cut redressed, is an instance of this. No matter how restful his night may have been, it is really remarkable how easily he can drop off into Slumberland at this time.

Every Airnat knows when he enters the hospital that he will be subject to a thorough and complete physical examination by a 100 per cent efficient medical board before he is discharged and placed on flying duty again. Therefore when he is well along the road to recovery he begins to take an inventory of his ailments and wonder whether he will "get by."

As might be expected, there are always some over-confident ones who defy the doctors and give their hearty "so long, fellows, best of luck to you," before they appear for examination.

You may rest assured that when one of these men returns to the ward, minus his tonsils, and is unable to defend himself or express his opinion in words of the medical profession in general, you can hear an occasional snicker from a distant corner.

There is hardly a man in the aviator's ward who could not relate a story which would command valuable space in any of the high-class fiction magazine, notwithstanding that it is commonplace "stuff" to his fellow birdman.

The verified story of the flyer who dove into another machine in combat, lost his motor and a wing, but who, with his controls out of commission, stepped out on the remaining wing and balanced the airplane as it glided down to earth from an altitude of almost 15,000 feet, suffering only a few bruises, could certainly attract the attention of the editor of *The Saturday Evening Post*, or any other similar magazine, but he only gets casual attention from his friend on the next cot.

And the airman whose life was miraculously spared by his machine being glanced off when it "vriiled" from a great altitude into the only tree within a radius of several hundred rods, and the other who skilfully pan-caked his ship on top of several trees when his motor failed over a broad, thick forest are "every day" fellows in the Aviator's ward.

But the magazine or the "home paper" account of his experiences in the air does not interest the injured flyer.

His only ambition is to get back on his feet again, climb into another ship and do his bit for his country.

### AIRNAT TRACK ARTISTS TO GET TRY AT ALLIED CHAMPS

#### Elimination Contests Will be Staged to Select Most Available Men

You Mr. Airnat, are not through with your job of representing Uncle Sam in Europe. Upon Dec. 14th, the champion cross country runner of this center will form a team of five men, which will represent America in a race to decide the championship of the Allied nations in this part of France, France, England, America and Italy will be represented in these races.

Upon Saturday November 30th, the elimination contests at each field will occur. Each squadron will have a team entered, and the five men to finish will represent the field, and the quadrop championship of the field will be decided also. The next elimination will occur Dec. 7th, at the Main Field, when the winners in the separate fields, will compete for the championship of the 3rd A. I. C. Prizes will be awarded to the winners of these races which will be historic and valuable, and the greater reward of representing Uncle Sam in the big International Race to be held on Dec. 14, will be won also.

Several fields have already held races and are entering into the events with great energy. All races start at 2:30 in the afternoons and your Y. M. C. A. Director will give you all particulars and information, besides taking your entry if you decide to enter. Mr. Meyers of the Main Field Hut 1 is in charge of

these events.

The contests on December 14th will be one of the biggest sporting events ever pulled off at this center and the teams which carry off the prizes will win glory, besides prizes that will be priceless in later years.

Any additional information can be procured from Lieutenant Hauserman, Athletic Officer, Mr. Meyers, at Y. M. C. A. Hut 1, Main Field, or PLANE NEWS.

### Lieutenant Saxe Succeeds Capt. Cummings as Adjutant

Lieutenant William V. Saxe, A. S., has succeeded Captain L. E. Cummings, A. S., as Post Adjutant.

Lieutenant Saxe was promoted from Assistant Adjutant. He was formerly Summary Court and Intelligence officer.

#### Everybody Was Doing It

A negro company after having been in France for a few weeks were addressed by their Topsomething after this fashion: "Ah all undastan dat dere is a little insect dat inhabits de soldiers over here, now me and the Captain has a way of gettin rid of these here things called 'cuties', Ah am going to ask all you men who have these here 'cuties' to step one pace forward,—Company, HALT."

The captain noticed that the picture of the "top's" girl had crepe hanging on it as he entered the orderly room.

"Why what's wrong", he said, "has your girl died sergeant?" "Naw", replied the sergeant, "she is just running around with a dern slack-er back home".

Commanding Officer and Staff of First Pursuit Group--Air Service



Standing, from left to right: Lieut. J. L. McGrath, Capt. H. L. Lyster, Major H. E. Hartney, Commanding Officer, Capt. J. G. Rankin.  
Sitting: Lieut. A. L. Cunningham, Lieut. W. L. Kemp, Lieut. P. L. Harrington.

First Pursuit Group in Midst Of Big American Offensives

(CONTINUED FROM PAGE 1)

on account of lack of landing fields. This difficult situation would have been an impossible obstacle to a less versatile commander. Major B. M. Atkinson met the situation by establishing an advance filling station at a small field near Coiney, where it was possible for planes to land.

This point was only a few kilometres in rear of the lines and under fire of the enemy guns. Here the pilots would quickly replenish their supply of oil and return to their posts over the lines.

Helped St. Mihiel

When the St. Mihiel drive was being planned the First Pursuit Group was moved to their present station and from this point operations were carried on. It was here that Major H. E. Hartney assumed command of the Group, after Major Atkinson's promotion. Major Hartney was the originator of dawn, dusk and night flying, which was responsible in a large measure for their success at this point.

The 185th Squadron, under command of Capt Seth Low, joined the Group here. The pilots of this squadron rapidly became a terror to the night raiding Gothas, on several occasions scattering them far and wide.

In addition to the valor of the pilots, some measure of the wonderful success of this Group is due to the organization established by Lieut.-Col. Atkinson and perfected by Major Hartney.

The number of enemy planes officially brought down by this Group since its inception exceed 130 planes and 43 balloons, also they have destroyed more than 77 planes and 8 balloons that fell in enemy territory and could not be confirmed.

In addition to the actual destruction of enemy planes, the pilots of this Group have, on numerous occasions, shot up the enemy trenches with machine gun fire, strafed the crowded roads, throwing supply trains into confusion and materially delaying the enemy's retreat.

Many Aces Included

The information given by these pilots of our own and enemy troop movements has been invaluable to Army Headquarters, at times enabling our artillery to concentrate their fire on crowded areas.

This Group had the honor of having had among its pilots the following who have five or more Boche:

Majors Raoul Lufberry, D. Peterson, H. E. Hartney; Captains E. Rickenbacker, J. Meissner, H. Coolidge, H. Buckley; Lieutenants D. Campbell, J. McArthur, E. F. Curtis, R. O'Neil, D. Hudson, J. Healy, L. White, H. Cook, J. Vasconcelle, F. Luke, J. Wehner, R. Chambers.

Hospital Adjutant Promoted

First Lieutenant H. N. Barnett, Adjutant of the Post Hospital, has been promoted to Captain.

Thanksgiving Will Be Gala Holiday Here

(CONTINUED FROM PAGE 1)

Squadron commanders have had their best men at work developing themselves for the events, and the winners will have some tough opposition to overcome before they hold out their palms for the prizes. The winners of this day's events will have a fat chance also of landing on the teams which will represent America in the International races, to be held here in December. The championship football game between the two remaining claimants will take place also in the afternoon. The following is the program of all athletic events and entertainments on the post of Turkey Day:

10.45 a. m. Football—Championship game at Field 1; cross country runs at all fields.

Afternoon. Football game between 3rd A. I. C. officers and officers from Tours, 2:30 p. m.; track meet, 1:30 p. m. Night. Dance at Hut 2 for enlisted men.

The championship football game, to be held at field 1, will be one of the biggest athletic cards ever seen on the field. Because of the immense crowd expected to attend, M. Ps. will be on hand to keep the crowd ten feet beyond all field lines. An A. E. F. ruling permits two officers to play with each team but at a meeting of the athletic committee this ruling was abolished, and no officer will play with either team. Seats will be reserved for the commanding officer and staff, who have made known their intention of attending the game. Another ruling of the athletic committee declares that no man who has not appeared regularly on his squadrons morning report since the 20th., will not be allowed to take part in the game.

Football Schedule for Nov. 24

Nov. 24th, will decide which two elevens are to battle for the final honors upon Thanksgiving Day, hence, the games upon this day will create great interest. A dispute has been in vogue between the 35th and 64th squadrons, of a tie game they played, but the athletic committee has figured out their respective standings by a comparison of both teams scores and games, when the 35th derived the higher percentage. So the schedule for Sunday, Nov. 24th, calls for a game between the 10th squadron, and the 64th squadron; the 35th squadron and the 64th squadron. The two winners will battle for the final honors upon Thanksgiving Day. A post season game will take place between the 35th and 64th squadrons after Thanksgiving.

Thanksgiving will indeed be a day of thanks at the 3rd A. I. C., with the war over and what not else to appreciate. A "b-a-u-coup" dinner, football games, track meets and bunk fatigue in between will give everybody plenty of holiday.

Make the Plane News a letter home.

ON THE OUTLYING FIELDS

FIELDS ONE AND TWO

Work has not slackened any on this field because of the armistice. The engineering department is busy cleaning up the roadbeds, remaking roads and getting the hangars in first class shape, and on the D. C. field a large number of men continue to be lached each day.

Subscriptions for the French Liberty Loan and War Orphan Fund met with great success here.

The 3rd A. I. C. band gave their weekly concert here last Tuesday evening before a good crowd.

Upon Thanksgiving day the moniteurs of this field will play a football game with the instructors from Tours. A fast game is expected to develop.

FIELD THREE

Sergeant George D. Green, whose fame as a Jass band musician extends over the entire center, has left the 21st to take up new duties with the Stars and Stripes in Paris.

Improvements about the field continue to progress. New walks are being put down and everything being prepared for winter.

FIELD SEVEN

Field 7 feel very happy to have three squadrons that have adopted seven War Orphans. No attempt had been made at a campaign although all the plans were complete for one. When the news was received that the returns must be in by Saturday night the proposition was put to each squadron by the Squadron Commanders and a "pot" was started by each squadron instanter. Within half an hour there was enough to keep seven war orphans for a year and it is expected that there will be two or three more soon.

The band is earning itself a reputation. On Saturday afternoon and Sunday afternoon ceremonies in Issoudun were held and the President of the United States by naming one of its streets after him. Not only has the band improved in musical quality but it is adding many new pieces to its repertoire.

Lieut. Snook is visiting this field. Lieut. Snook, who was in charge of flying on this field up to three months ago, has been to the front since August and is telling many incidents of interest in which he participated.

A committee on camp activities has been appointed consisting of Captain Moulton, Lieutenants Rozar, Dexter and Barnes, who will have in charge all entertainments and athletics on the field. Within a few days it is promised that things will commence to hum in this line.

Corporals Cook and Baer of the 37th Squadron have been promoted to Sergeants, Cook Lukowski to Sergeant, Chauffeurs Hanson and West to Chauffeur First-Class, Private Ferguson to Chauffeurs First-Class, Privates First-Class Zimmer and Walsh to Chauffeurs, Private Nutman to Chauffeur, Private Howard to Private First-Class.

FIELD EIGHT

Captain Robert Austin, for several months officer in charge of training, departed Monday for another station. Captain Austin's work in preparing combat pilots for the front has been one of the most valuable features of the training at this center, and he will be missed by every member of the Field 8 personnel.

Captain James W. Osgood, who with Captain Austin, organized the combat course at Field 8, visited the field Tuesday.

The week has seen the successful opening of the school of aerial fire which is being operated in connection with Field 8. The firing is done at Field 14. The work is under the direction of Lieut. E. W. Sweeney.

Lieut. Thomas Monroe, officer in charge of training, has appointed Lieut. Duerson Knight as his assistant.

During the last week all records for total number of students graduated, and flying hours for a day, have been broken. The keen work of the enlisted men, and their determination that there shall be no letting down during the period of the armistice, has had much to do with this achievement. Field 8's motto since the announcement of "Fin la Guerre", has been "Carry on until the job on hand is finished."

FIELD NINE

"Business As Usual" is the motto at this field.

The many friends of Sergeants Pittman and Coleman of the 33rd, will be pleased to know that they have received their commissions as pilots. Lieut. Pittman is acting as Moniteur on Avros, and Lieut. Coleman is Tester at Field 5 on 15's. Second Lieut. Wallace formerly a Chfr. of the 33rd is also expected here this week to complete his training. Word has been received that Sergeant First-Class Ellsworth of the 33rd, has finished his training as Gunner at St. Jean de Monts and arrived at the front about the time "Fin la Guerre". We are all hoping he saw some of the action.

FIELD TEN

The new well at the field is complete. They are now boarding it up and in the course of a few days we will have running water.

An entertainment by the Foleri Concert Company was held in the mess hall of the 372nd Squadron last Friday night.

The 372nd Squadron has a versatile mess hall. During the day it dispenses nourishment for the troops and at night it is transformed in a music hall. Big crowds are always in attendance and appreciate the entertainment that is constantly being created. The hall is taking the place of a "Y" hut until the real hut comes.

The 372nd Squadron has forfeited the football game schedule between them and the 13th Motor "Maes", and instead took on the 12th "Maes", who had also forfeited a scheduled game. The "outlaw" game resulted 15-0 in favor of the 372nd Squadron. Captain Paradise of the winners is pleased with the development of his team, and expects to defeat the 37th Squadron, which they meet upon November 24th.

French Loan Heavily Subscribed at 3rd A. I. C.

Since November 12, when the French Liberation Loan campaign opened at the 3rd A. I. C., more than 150,000 Francs have been subscribed by officers and men of this Post. This Post was directed to put the bonds on sale, by an order from General Headquarters A. E. F., and the campaign was placed in the hands of Lieuts. Mead and McNamara. Lieut. Mead was recently transferred to Field 12, and Captain Bleistein has been actively placed in charge.

The 100 Franc Bond is the most popular with the enlisted men, and all other denomination can be figured from that one. The spot cash price of the 100 Franc Bond is 70 francs 80 centimes; the installment price is 71.70, payable in four installments, covering an entire year from date of subscription. Figuring from the cost of the Bond, the interest on same is 5.65 percent.

The Bonds are perpetual Bonds, there being no date at which the French Government guarantees to take them up, but in case they are called in, the holder is paid the par value of the bond. Judging from the rate that other French Bond issues have gone up in market value, it will be but a few years before these Bonds are called in. The Bonds are marketable at any bank at market value, and can be used as collateral.

From an investment point of view the Bonds can't be beaten, but looking at it in a different light, helping France to recover with your money is not only just but patriotic. She has been the chief sufferer in this war which she fought for three years for us, without our aid. If you have any idle money, go to Captain Bleistein, Post Disbursing office, and invest it in French Liberation Bonds, and you'll be figuratively "killing two birds with one stone"—helping the French Government and investing your money more profitably than you possibly could in any other way.

Fields Five and Ten Make World's Record

What is believed to be a world's record for an Aviation field is being claimed for Field Five, as a result of having one hundred per cent of its ships in commission for six consecutive days. A hundred per cent report for one day is highly to be desired, but when such a percentage is established for six days

BUSIEST ENLISTED MAN ON POST



SERG. WILLIAM L. FOLLETTE

The busiest enlisted man on the post is Sergeant William L. Follette, the new Assistant to the Adjutant at Headquarters.

Sergeant Follette, before being recommended for his commission, was Sergeant-Major of the post, where his work proved of such character that he was rapidly cited for higher duties. He will be among the first enlisted men of the center to receive a commission.

Sergeant Follette came to France with the 103rd Squadron and has been at this center ten months, landing in France in January, 1918. He was at once assigned as Post Sergeant-Major, which position he held until recently when he took up his new duties as Assistant to the Adjutant. He has held one of the most difficult jobs on the entire post, but he held it in such fashion as to win recommendations for a commission.

Maybe You Go Home "Toute de Suite" and Maybe You Don't, if--

If you are lame,  
If you are blind,  
If you are deaf,  
If you are dumb,  
If you are inefficient,  
If you have failed to make good as a ferry pilot or

If you habitually forget to fly;  
If you come under any of these categories, then it would be well if you make reservations now for accommodations on a homeward bound transport. Only those who belong to the above classification will be given a ticket "toute de suite" for Hoboken and all points West.

Those who are physically fit and mentally able-bodied will be kept in France until further orders. There is still much work to be done, not only in connection with the army occupation, but in the winding up of the affairs of the American Expeditionary Forces. Then too, there is the possibility that the Hun may not like his spanking and may try some eleventh-hour monkey business.

Orders from Washington provide for the removal for the present of only those officers and men who are not suitable for further efficient service.

From all information obtainable, however, those who are neither sick or inefficient, but who are doing man-size work need not worry. The government will move them home just as rapidly as conditions permit. For the present they must remember that there is still work to be done.

in succession it is a record very much worth while.

During these six days excellent flying weather prevailed and students were being given advanced instruction and lached under "before the armistice" condition.

Field Ten also came through two days with a hundred per cent score. This is regarded as especially fine, as the big Liberty 12 motors and DeHavilland 4 ships are on this field.

While Field Five was heaping honors upon itself five other fields were maintaining an over ninety per cent average. This is especially true of Field Seven, which insists on keeping from 98 to 99.5 per cent of its ships in commission.

The general average for all the fields at the 3rd A. I. C. is 85 per cent, regarded by aeronautical engineering experts as remarkably high.