Air Service Paper of the A. E. F.

Vol. II, No. 12

On Active Service, France, February 8, 1919

Price 25 Centimes

THE SPRING DRIVE IS ON IN EARNEST.

Comprehensive Athletic Program, Including Basketball, Boxing and Wrestling, Approved by All

MAJOR MILLER IN CHARGE

Representative of 3rd A. I. C. Area Visits Post and Instills New Life Into Organization

The spring drive in athletics has been launched at the 3rd A. I. C. and our local athletes have been showing remarkable interest in basketball, as well as boxing and wrestling—the sports that now have the call in army circles.

The biggest program in this line since the beginning of the war is the one formulated since the signing of the armistice. In compliance with orders recently received, a new post athletic officer has been appointed and where squadrons or companies no longer had athletic officers new ones were named for these units.

Major Miller, who has charge of this program in the area to which this post belongs, was here a few hours on Monday and his visit gave a marked stimulus to the organization already formed. At the cell of the post athletic officer, Lt. Koch, a meeting was held Tuesday evening and the athletic officer himself, or a representative, was present from every unit in camp.

Excused from Other Duties

At this meeting it was learned that all men who give promise of worthy representatives of the post in any of the sports are to be excused from other duties to devote their attention to necessary training. This brought out about fifty candidates for basketball Wednesday afternoon, when preliminary practice began in the big steel hangar gymnasium. There it developed that we have some fine material for a team. By next Monday it is planned to send in the names of a dozen men who will probably constitute the basketball squad to represent this post in a tour of central France, with a good prospect of playing in Paris this spring.

The same opportunity is open to boxers and wrestlers, and it is expected that the 3rd A. I. C. will present her full quota in these lines of sport. Candidates for honors in the squared circle and on the mat already being in active training in the different squadrons and

companies of the post.

As an indication of the enthusiasm with which every one has taken hold ed". Snap out of it and come across of the new athletic activities, we are with those votes for the best composiprinting a list of the candidates for the tion in the Literary Contest. basketball competitions:

Coaches: Lt. Freedman, H'qrs. Det., Lt. Pedler and 2nd Lt. D. M. Fullington, 802nd A. S. S. L. Morrill, 369th A. S., J. M. McKenzie, 12th Co. 3rd Reg. ASM, R. W. Trettin, 26th A. S. F. J. Greber, 12th Co. 3rd Reg ASM, W. C. Green, 369th A. S., G. E. Stanley, 372nd A. S. E. F. Stringer, 12th Co. 3rd Reg ASM., G. W Lewis, 12th Co. Reg ASM., W. R. Copley, 3rd Co. 2nd Reg ASM., G. E. Graves, 36oth A. S. V. E. Christopher, 360th A. S., N. Wright, 12th Co. 3rd Reg ASM., E. Rothar, 12th Co. 3rd Reg ASM., A, V. Beasley, 369th A. S., M. D. Detroit, 360th A. S., C. C. Glidden, 360th A. S., P. Clemenson, 13th Co. 3rd Reg ASM., C. E. Morrow, 128th Engr., A. Zakoura, 126th Engr., W. A. Seiler, 128th Engr., R. J. Noyes, 128th Engr., 128th Engr., E. W. Shellman, 128th Engr., W. F. Bangaary 128th Engr. O. E. Draper, 128th Engr., and H. C. Ludwig, W. Abildgaard, F. L. Rutland, W. G. Terreil, A. Trenholm, G. I. Hanson, C. W. Elder, and L. S. Horne of the 372nd Aero Squadron.

Dixie Minstrels Makes Hit Here

On Jan. 30th, and also Feb. 6th, we were favored with a minstrel of the very highest class, conducted by Captain Roy Battalion, the entire cast being South- us when you come in to get your papers. ern Negroes from the three states of Arkansas, Louisiana and Mississippi. hits with the spirit and "pep" that kept

sit up and take notice.

AMERICAN ART-"THE THREE DIS-GRACES"



We Are Going to Get Hard Boiled

Yes, we are going to get "Hard Boil-

You fellows who either did not have the time or the inclination to "take your pen in hand" while the contest was in progress, should at least do something to encourage the men who did. It was done to draw the talent out and those published indicate well applied time and thought which proved enlightening. While this enlightening has taken place we do not know as yet who did the most enlightening. We are not mind readers and while we thank you for your silent approval we would like something more definite and tangible upon which to make our awards. For your information we will say that among the most successful stories, in our opinion, all grades and ranks were represented.

Those who are serving in the ranks know how handy a Deux Cent Franc, a Cent Franc, or even a Cinquante Franc note will be to those who tried to do their best. It may give a lift to a Buck Private. C. Elliot, Q. M. C. and produced by the Who knows? It is immaterial to us enlisted personnel of the 334th Labor whether you write your opinion or tell

They produced one of the most in- the audience in an uproar of laughter teresting Minstrels now playing in the during the entire performance. The ex-A. E. F. Although they claim to be non- cellent features of the production are too professional, they were able to produce numerous to mention, but there is one a show that would make professionals we can't pass up and that is the little time lost between acts and that there They presented the very latest song was something doing all the time.

We Thank You, General Patrick

AMERICAN EXPEDITIONARY FORCES U. S. AIR SERVICE, PARIS Office of Chief of Air Service

From: Chief of Air Service, A. E. F. First Lt. Thomas W. Ward, A.S., Officer in Charge, and to the Staff of Plane News.

Subject: Commendation.

My dear Lieutenant Ward: 1. The PLANE NEWS has been coming to me regularly and I want you to know that I have read each issue with great interest. I have been well satisfied that all who were concerned in publishing this paper were animated by a desire to promote the best interests of the Air Service, and I am assured that they have succeeded in a most gratifying measure.

2. You have provided matter which has been interesting and entertaining, and in all of your work you have endeavored to encourage that high morale and devotion to duty which should mark the soldiers of this Army of ours.

3. I congratulate you and all who have been associated with this paper, and I wish now to extend to you my personal thanks for what has been done to aid in this great war which has now been brought to a victorious conclusion.

Very sincerely yours, (Signed) MASON M. PATRICK Major-General, U. S. A., MMP/wah Chief of the Air Service. 2 more marine marine

SECOND A. I. C. IN NEW ROLE

A course of Infantry Liaison has been established at the 2nd A. I. C. The purpose of this school is to train Infantry statement shows he died like the true-Officers and men in the possibilities and soldier that he was. It is a striking colimitations of aerial observation, especi- incidence that Captain Miller should be ally that part which demands perfect the first American flyer to meet his death co-operation between the infantry and the observation plane i. e., contact control work.

Information regarding the location of self-explanatory. the front line troops is of the utmost in the type of warfare which character- 14th, 1919. ized the fighting at Chateau-Thierry, St. Mihiel and the Argonne. In these en- Army Number 252472, acted as chaufgagements when all other means of feur for Colonel R. C. Bolling, Air Sercommunication failed the airplane was found to be of the utmost importance.

The necessity and importance of displaying the proper panels by ground troops for the guidance of the aircraft is a prime factor in co-ordinating the so much to make the world seem bright, efforts of all operations. With this in even when it looked otherwise are mind the school does not aim to train spreading their sunshine throughout observers, but confines itself to instruct- the S. O. S., in return of which we expect ing the infantry men to properly dis- to reap the fruits of entertainment from play the panels which mark out the other places. front line.

CONTINUED ON PAGE 6

COLONEL BOLLING'S FATE IS EXPLAINED

Mystery of Tragic End of ex-Chief of Air Service Cleared Up by An ex-Prisoner of War

KILLED BY HUN OFFICER

His Air Service Activities When the U. S. Entered the War Proved to Be Invaluable

As there have been so many confused stories of the fate of Colonel Raynal C. Bolling, first Chief of Air Service, while on a special mission to the British front during the Amiens drive, it is consoling to publish the affidavit of the chauffeur who accompanied him on the trip, held until recently as a prisoner of war in Germany.

To those who weathered the early storms and struggle to put aviation on its feet after America entered the war the name of Colonel Bolling is familiar. Displaying an early interest in Aviation, upon his own initiative together with the late Captain James E. Miller, he secured the services of a professional aviator to demonstrate the possibilities of airplanes in connection with land forces at the First Plattsburg encampment in 1915. He continued in the summer of 1916 and organized the First Aero Co. an independent National Guard organization with its own equipment, which underwent training at Mineola.

His Foresight At the outbreak of hostilities he took steps to round up the pick of flying sportsmen. Around this nucleus together with the late Captain Miller he enlisted the services of picked Aviation and automobile mechanics and formed the 1st Reserve Aero Squadron. He was appointed Major in the Aviation Section, Signal Corps, resigning his berth as Chief Counsel for the United States Steel Corporation. Previous to the departure of the squadron overseas he was selected for a special mission to Italy, France and England, the reports of which and prophetic predictions and recommendations contained therein have since proven his thoroughnes and foresight. Upon completion of this mission he was promoted to the rank of Colonel and appointed Chief of Air Service, being instrumental in formulating the foundation for the training of pilots in the A. E. F., obtaining valuable concessions from the foreign governments in the way of airplanes, training fields, etc.

He was the first high ranking American officer to give up his life and as the in the air in the first U.S. Air Unit over the lines. The statement printed below is a tribute to Colonel Bolling and is

Statement of Private Paul L. Holder, importance to the Staff, as exemplified 22nd Aero Squadron, U. S. A., January

> 1. I, Private Paul L. Holder, U. S. vice, driving a Fiat car. We left the (CONTINUED ON PAGE 6)

Issoudun Players On The Go

Our Issoudun Players who have done

Our versatile Jazz Band consisting of The plan is to accomodate fifty Officers | Corporal Luke Annella, 3rd Co., 2nd and five hundred enlisted men each Regt. A. S. M., Corporal Harry Gableweek. These will come from the Le man, 1104th Aero Replacement Squad-Mans area. One group will arrive each ron, Cadet Spatz, Private L. J. Wester. Sunday afternoon, receive a weeks in- 26th Aero Squadron, Private W.h. J. struction, and move out the following Winniford, 13th Co., 3rd Regt. A. S. M. Sunday morning, to make room for an- and Geo. H. Marcus, Co. B, 128th Enother group. These men will be under gineers all double up and put on a melthe instruction of experienced observers. ange of vaudeville and cabaret acts that rival anything on the Bright White Way.

Plane Rews.

Published Every Saturday at Third Aviation Instruction Center American Expeditionary Forces, France

First Lieutenant Thomas W. Ward, A. S., -Officer in Charge Cadet Thomas Ford Hislop -Sgt. Geo. D. Alexander - - -Cpl. Timoleon O. Johnston Circulation Manager Sgt. Emmet E. Frank

Address all communications to: Plane News, A. P. O. 724, Amer. E. F.

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

"All For One Aim-One Aim For All"

FAITH

CAITH is a wonderful thing. It kept us going many wearisome months. It kept those back home going and striving to do their utmost with tasks which need no recitation here. When one considers the accomplishments of the A. E. F. we look back and realize that it has been due to faith that the final Victory was accomplished. A long distance war has been conducted. The folks back home hardly could conceive of what was going on, but still they kept on sending troops and supplies-with these things was added confidence in us, so that the ultimate end was attained successfully.

Having shown what Faith can do, let us continue. With one accord the nation has shown its Faith. Let there be no relaxation. In order to maintain our commercial strength, our national prosperity, Faith is the prime factor. Let every one apply their efforts, their capital, to the pursuit of Peace and we will proceed upon the most prosperous era our country has ever experienced. But let us once lose Faith and those very foundations upon which we have builded our structure will collapse and the fruits of Victory will be lost. All that is necessary to carry on is a speedy transfer of our war time efforts to peaceful pursuits and there will be a happy future for all of us.

WE WERE RIGHT

CEVERAL weeks ago we made comment upon the lack of outside entertainment facilities. There is no doubt that we have good entertainment provided by our local talent, recently augmented by Miss Chesmond and Miss Blandick of the "Y". But what about the immense cortege of the time honored profession which we have seen so widely advertised, whom we understand are almost within our midst. Gay, gay, Paree-so near and yet so far. Don't you hear us calling you?

Campaigns were conducted in the States to maintain an Over There Theater League, the grand profession responded with volunteers with their customary enthusiasm; money was subscribed willingly by your

father, mother, sisters, brothers and friends.

Steps in the right direction were taken, many of the entertainers arriving over here. We have seen but few of them. We sent out a feeler a week or so ago but an item in the New York Herald, which we quote, confirms our suspicion of the geographical concentration of the main theatrical forces:

To the Editor of the Herald:-

We have one of the many 1st Division shows, all worked up within

the division. We cannot get aid from the outside.

Where are all the entertainers overseas? Send a few 'live" ones along. Is there any way to get films taken of our boys entering Germany? Send them along. Remember in your columns concerning the tired soldiers along the Rhine; that the 1st Division crossed the old river first and is now the farthest into Germany. We are still on the map. Stir up Paris to get rid of a few entertainers hanging around there. Send us some ladies-real, genuine ladies.

We now have one moving picture machine. operated by an excellent Y. M. C. A. man, Mr. Becker, and we have now six shows going on within the division, operated and conducted entirely by the officers and men.

However, the men are tired and need outside aid. For God's sake get the people in the rear zones to suffer just a little and send us human beings who can entertain the men.

Yours for the doughboys,

Chaplain F. P. Beal.

We were quite certain that we had not seen many of them, in fact could count them upon our fingers, and while we had heard rumors about lack of entertainment up the line this clipping confirms our suspicions. We do not know upon whom to place the blame, but the work and initiative of Elsie Janis, Irene Franklin and the Townsend Sisters were lone examples of what could have been. What inspired us was a recent publication of 150 names in the New York Morning Telegraph of theatrical persons doing their bit to entertain the soldiers parts of the land, who, returning, did over there. It is a fact there are numerous places of entertainment say that it was a fair country, flowing where these entertainers perform around Paris, but owing to the restrictions which are being lifted now, the average soldier has not been able to enjoy them. As a matter of fact there was enough local entertainment there without any outside assistance. While we appreciate strife it chanced that Wilhelm the the rigors of travelling, even under the best of conditions, it has been done by a few topliners like Miss Janis and Miss Franklin who were accustomed to playing something besides the tank towns back home. They did not stick up their noses. Then, why should not the rest of the cream of the the talent have been used to better advantage instead of just playing the big French cities.

to make the trip, we can assure them that no better advertising could step backwards when the Knights of be expected than by coming around to see us, for it is quite positive that if they did show their wares here or in similar large centers hip and thigh, from the rising of the sun they would be sure of a big hand back home whenever they showed on the bill. They have overlooked a big bet.

THIRD A. I. C. "SNAP-SHOOTERS"



Among the recent departures who by the Photo Section, Then, again, for pictures crowded them out.

Maybe we have not impressed you The aerophotographic laboratory at

slipped off unostentatiously was the instruction purposes, particularly for 103rd Photo Section, with 2nd Lieut. C. | Medical Research and Aerial Gunnery, H. Kloo, Jr., in charge. We are just lantern slides and enlargements were realizing how much we miss them, as made. All historical work, reference they could always be counted on to work, blue printing and copying were come across with something to help us other functions in addition to the reguout. We intended to run their picture | lar duties, with which you were famiin the Souvenir Edition, but their other liar. A complete studio and laboratory was conducted, in fact.

with their importance, but we can say Field 10 was another innovation as the this much: When post headquarters had work expanded, with a complete lecture a job which even the PLANE NEWS course included, and everything was all could not handle, photostatic copies of set to train Corps and Army pilots in

the necessary bulletins, etc. were made early November.

KAISER IN "YE OLDEN TIMES"

As, a Fourteenth Century War Correspondent Might Have Chronicled It

By Sgt. Percy N. Lonergan

many, dreamed a dream and in his until they left for parts of the firmadream he was drinking lager beer in ment unknown. his hunting lodge, when all the steins | And again Wilhelm's warriors did which were on the table did foam meet in deadly combat with other warup and pour over froth in deep riors, who said strange things, the like obeisance to him. And he awoke and of which they had never heard before, was greatly puzzled, and although and who sang: "They're Hanging Men arisen from his couch he still dreamed. and Women For the Wearin' of the And he sought the counsel of his wise Green," and who fought even like unto men, even the much bewhiskered von the domestic cat in great anger. And Tirpitz, the portly Hindenburg, a per- Wilhelm's warriors fled in dismay many son of much weight, whose fat is said times, while Wilhelm said many-things to extend even from the soles of his that his counsellors understood not, feet to the crown of his head, and the and which are not written in these ansage advice of his eldest son and heir, nals, and this was by Wilhelm called the Crown Prince, known to the ends kultur. . of the earth as The Chinless; and they During this time when war was rife himself: "Teut's me," and he did cogi- of gayly colored cloth and the stars of end might be accomplished,

Therefore he set himself to work and raised legions and legions of warriors, and he sent him spies abroad into all with milk and honey. And Wilhelm gathered to him his soldiers and his centurious and did make war on his neighbor. And after many days of Dreamer did sit upon his palfrey at a distance, called by the ancients "many | leagues," and did watch his legions go into battle. And the warriors of Wilhelm suddenly found themselves face to face with some warriors from a Northern isle, who wore a short garment even like unto the maidens of his If it has been for self advertisement that inspired some of the talent Court, but who did not even take one Wilhelm approached, but smote them even unto the going down thereof, and who spoke with a strange tongue and said: "Eh, mon," and "Dinna ye ken,"

and drove long pointed weapons into And Wilhelm, who reigned over Ger- the exteriors of the warriors of William

said to him: "Sire, this dream means in the land, Wilhelm's son and unthat you are destined to become a great | brained heir did come to him and say: | conqueror, that all the nations of the "Father, there are strange warriors earth will bow down to you and bring between us and victory; they bear a you tribute." And Wilhelm said to standard of a strange device, of stripes

By 1st Lt. C. C. Loth

Reuben, Reuben, I've been thinking If Clayton gets home first It is a cinch that you and I

Reuben, Reuben, I've been thinking. So many flyers have departed That you an' I will shakealeg Before Clayton can get started.

Will surely die of thirst.

Reuben, Reuben, I've been thinking That Clayton thinks he's very dry, But he'll be like an April shower Compared to you and I.

So we'll be up at the peep o' day And surely beat him to it, And when we get to Broadway We'll show him how to do it.

"What is that bird doing up there?" "Oh, he is participating regularly and frequently in aerial flights.

By Gawd, suh; we are thankful do vn in our part of the country "the Still on the Hill will Still Still."

Cheer Up, Boys

Last Wednesday a thousand Air Service men left Romorantin for base port. This looks like the homeward movement is increasing. Who knows but what you will be next.

At least it indicates that somebody is going to get their discharge besides some of our Washington friends whom we read about.

must have dreamed a dream, but the Chinless Prince said "no," for was not one of his centurions in the turmoil of battle with these barbarians, and one of them did smite him while in the act of climbing a hedgerow, and say in a strange way: "Take that, you son of a -- " (he did say strange things of his ancestry), and the centurion did not hear what the strange man did say more, inasmuch as he was greatly exorcised. And the centurion did say that there were many things said when his henchmen did meet these strange warriors, and many sounds made by his henchmen like upto the noise made by the swine of the fields as the strange warriors did smile everything in front, that even there was a medley of the familiar grunting noise made by the swine of the field and heavy thuds, and then the warriors of Wilhelm all left even for Berlin, and it is written that even Mercury, who has the flying footstep, would have been sore had he tried to keep within ten leagues of the hindmost. It was said these warriors who came from a distant land where the sun sets, did laugh and seemed unafraid of Wilhelm's warriors.

And in his pride Wilhelm did say surely this is a most contemptible army, and ordered his warriors to smite them; and his warriors did smite, but many of them are now gathered to their forefathers, and many were gathered into baskets, and many were too scattered in the air that they could not be gathered. Still Wilhelm dreamed.

And he did order up all his tribe to attack, saying: "I will sweep over, like the rising tide," but these warriors would not be dismayed, but sang ribald songs like unto those filled with strong drink, and although Wilhelm's warriors were as the sand of the seashore, they came not to victory, and the strange songs of victory of the strange warriors tate within himself how this desirable the firmament thereon." And Wilhem rose on all sides: "Hail, Hail, the Gang's was sore puzzled, and said that his son All Here!" And still Wilhelm dreamed.

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AN AMERICAN BANK WITH AMERICAN METHODS

Intensive Combat Work at Field 8 Cram Full of Exciting Incidents

Importance of Field Where Pilots Flew Instinctively and Absorbed Final Lessons Proven at Front.--Simultation of Fighting Conditions Saved Much Time Upon Arrival on the Front Line

During the winter of 1917, shortly Carruthers, all of whom were awarded promoting Lieuts. Wingate and Austin after the activities of the Third Aviation the D. S. C., and that fearless, lovable to be Captains, effective November 8th. Instruction Center began to assume balloon strafer, 2nd Lieut. Frank Luke major proportions, it became evident that a special field for combat training would be required to carry out the extensive program for the preparation of pursuit pilots required by the American Air Service. Already it was apparent that the course in combat work laid out in the infancy of the center would be one of the most valuable parts of the student work, and in order that the pilots undergoing this training would have nothing to distract their minds from the intensive nature of this work, a field Lieutenant Williamson left for other was obtained about seven kilometers south of the main field, and one kilometer west of the village of St. Valentine, where combat work exclusively could be carried on.

Not so much care was deemed necessary in choosing the terrain, for the pilots who reached the field would be doing their last work preparatory to departing for the front, and more attention was given drainage, barrack sites, hangar sites, and fair roads, than in the choosing of the field. The result was an excellently laid-out camp, with a terrain not too difficult, but one which would require a little better judgment in landing and take off, and which would present some of the difficulties found at the front.

Construction Begins

Construction work on Field 8, the numerical designation given the combat armies. field, began on the twentieth of February, 1918, and two days later, on Washington's birthday, the first squadron arrived on the field. This squadron, the Tenth, has remained for the duration of the war. During the first two days three barracks were erected, and in the next twelve days practically all the barracks were completed, one hangar completed, and one in the course of construction. On the sixth of March the 644th aero squadron arrived, to assist in the construction of the unit, and upon its completion, to carry on with the 10th for the duration.

On March 12th, twenty-two days after the construction began, the camp was ready for work, and the first machines were sent to their new home. Twelve Nieuports, type 27, and two Spads, were assigned to the combat group and prepared at once for the strenous work they would be called upon to do. The following day the first detachment o students arrived, and without ceremony fuss or feathers, the important work o training began, under the direction of Lieut. A. B. Gaines as officer in charge of training. To 1st Lieut. C. S. Gill fell the honor of taking the first ship off the ground, Nieuport type 27, No. 321.

Course Starts in Earnest

During the next week more ships and more students arrived, and under the rejoicing at the field, for not only did Gnome monosoupape and Le Rhone direction of Capt. James A. Buchanan, it bring news of the signing of the motors. commanding officer of the field, and 1st armistice, but also orders came through Perhaps the most important discovery Lieut. James W. Osgood, who relieved Lieut. Gaines as officer in charge of training, the course rapidly rounded into such shape as to be the envy of visiting pilots of our allies. For two months the work carried on without serious accident, and 154 students were graduated from the field.

On the third of June, Lieut. G. L. Tilbrook succeeded Captain Buchanan as commanding officer. The following day, due to the temporary shortage of expert mechanics here, all non-commissioned officers of the 644th Aero Squadron were detached and sent to the main field. For the next seventeen days, under great handicaps, the work of keeping the combat ships in commission and in the air was carried on by the 10th Squadron and a detachment of 93 men from the 644th Squadron. Despite this shortage of personnel, and other handicaps in shortage of material, etc., these men kept sufficient ships in the air to graduate 220 students. Among the men to pass through the field at this time were 1st Lieuts. Howard R. Clapp, W. P. Erwin, Hugh Brewster, Edward Orr, Charles D'Olive, Lewis

Select Instructor Personnel

The instructor personnel under Lieutenant Tilbrook included Lieutenant Osgood as officer in charge of training Lieuts, R. H. Austin and O. H. Williamson. On the fifteenth of August, Lieutenant Osgood received his orders for the front, and was succeeded by Lieutenant Austin. First Lieut, Thomas Munroe was added to the instructor personnel upon the departure of Lieut enant Osgood. On the 19th of August I duties with the R. A. F. in England and thence to the British front.

On August 31st, Lieutenant Tilbrook was relieved by Major M. F. Davis, and early in September Lieut. Duerson Knight, American Ace who saw service with No. 1 Squadron of the British came to field eight to take up duties as an instructor. Work was carried on without incident during the month of September, but early in October, due to the rapidly increasing demand for chasse pilots, it was decided to increase activities at field 8. Several new permanent hangars were added, more ships were From the beginning this department requisitioned, and preparations were has had serious obstacles to overcome, made for the graduation of 500 or more students every month to take care of shortage of material. Spare parts replacements at the front and to build up the necessary squadrons of pursuit placements were almost nil. men for the second and third American

Reorganization Takes Place

On October 13th, Major G. H. Bonnell relieved Major M. F. Davis as commanding officer of the field, and began a the field. The training, for the time being, was divided into two groups, with Lieutenant Munroe, officer in charge of training, and Lieuts. Duerson Knight and J. H. Clayton as commanders of the groups. Lieutenant Austin, while awaiting orders to the front, remained at field 8 as advisory officer.

training in England, and the reorgan-374th Squadron to Group 1, the 644th Squadron to general repair. Shortly after this reorganization Major Bonnell received his orders to return to the front, and was succeeded on November 3rd, by 1st Lieut. H. L. Wingate. Thus the organization stood when the signing of the armistice brought to an end the plans for extension. Shortly thereafter a return to the former organization, with all pilots assigned to one group, was made.

The results of the hard and intensive work of organization, and the efforts

ment Work

Lieut. Geo. W. Fish, R. M. A., belongs much of the credit for keeping the efficiency of field 8 at so high a standard. both in shortage of personnel and were extremely hard to get, and re-

During the month of August the situation became acute, for planes on hand were showing effects of the continual strain of combat work, which there is no harder, and shortly after the first of that month it became necessary to practically rebuild the equipment. Repeated reorganization of the course, with a efforts were made by the engineering view to installing several units, every departments of the field and of the cenone as large as the one in operation at ter to get new ships for the work. but the front was crying for planes, and auy relief from the factories was impossible.

Finally it was found necessary to place practically all the ships on the field on the O. C. list, and with only ten ships in flying condition the engineering department began the work of en-At this time, too, arrived the 374th tirely rebuilding all the planes on the Aero Squadron, fresh from many months field. Thirty days were required to carry on this work, but by working ization was completed by assigning the from early morning until far into the night, the men were able to turn out Squadron to Group 2, and the 10th thirty-six ships entirely rebuilt from prop to tail skid. In September new equipment began to arrive and in November the field reached its highest point of efficiency in number of ships and ships in commission day in and day out.

among the first at the field, are still which makes hard work endurable. giving service, after rebuilding, and in addition to them several new type 27s were received and many Morane mono-November 11th was a day of general planes and Nieuport 28s, equipped with

on the part of men and officers to increase the efficiency of the field, became apparent during the month of November, when all records for total flying hours in a day, for flying hours in a month, for machines in commission, for students lached in a day, in a week and in a month, and for general efficiency of the field were broken. For the first time in the history of the center, to field eight fell the honor of the largest number of hours in the air, and this record was achieved with only slightly made during this time by the engineer- one volley. From day to day matters more than half as many ships as those ing and test department was that the got worse until the night of April 4th. on the roster of two other fields. Not Nieuport 27 can be made to fly correctly Dusk fell with a clouded sky; lightcontent with these records, the field, on with standard alignment, merely by ning flashed at intervals, and the very December fifth, for the first time in the changing the flippers. This does away air seemed to hold its breath, awaiting history of the 3rd A. I. C., achieved a with all wash-in, wash-out, chandelle some untoward happening. All night mark of 100 percent ships in commission. cutting and other changes, and mate- a feeling of big events about to occur,

Importance of Engineering Depart- | rially cuts down the time required for kept the guard on its toes, its nerves on nutting a ship through test. To Lieut. edge. But as hour after hour slipped To the engineering department of B. G. Cook, chief tester, goes the credit. away the tension relaxed, and just bethe field, under the able direction of Another interesting experiment carried fore dawn the sentries on post had deon by him was that of loading. It was cided that nothing could disturb the found that the standard Nieuport 28, routine of the night. And then, in that with the 120 horsepower LeRhone, is darkest hour, the air was rent with a capable of carrying three men in an fusilade of shots, fired by the man on emergency. Lieutenant Cook was ably post on the road east of camp near the seconded in this work by Lieutenant farm house. This fusilade was followed "Benny" Cushman, and later by Lieut. by another, in which all sentries joined Farnum Fish, one of the best known and which brought Capt. Buchanan, in figures in the development of American full sleeping regalia, a pistol in one aviation before the war.

Capt. Austin's Combat

Two memorable opportunities occurred for a comparison of the efficiency of our own combat course with those of our allies, and on both occasions our champion, Captain Austin, emerged victorious. First it was a Frenchman with a long string of German victories who spent an uncomfortable half-hour looking into the business end of Austin's camera gun; then one of the best known of the British flyers challenged the supremacy of our beloved "Bob" and took a thirty-minute whipping for his end of the score.

No less personage in French aviation than Rene Fonck was among the allied aviators who made a careful inspection of the work at field 8, and pronounced it the best possible training for a chasse pilot, while that beloved American humorist, Irvin Cobb, carried away impression of the work which he handed on to the American public at home.

While every day's work has been a full day's work since the field began, and every man has worked under high pressure from start to finish, there have been many incidents to lighten toi The old type 27 Nieuports which were with laughter. Laughter is the leaven Without it records and achievements and grime, the long hours and accidents are forgotten.

The Battle of Haystacks

in the memory of officers and men is him down; but I know we have the men the famous Battle of the Haystacks, the to do it. A ladder here, and follow me." most serious skirmish in all the long Battle of Issoudun. While the Boche captain went over the top. were pounding the allied line in the last desperate effort to break through for Paris, tension was unusually high C. to the members of this valiant band. at the training fields. Rumors had Their sacrifices were unrewarded, but reached the commanding officer of mysterious happenings at other aviation training centers; of gas bomb threats, dog, which hore an angry scar. of wires filed at night, of many other attempts to upset the routine and endanger the lives of mechanics and flyers. While little credence was given ies of the flying field, near tragedies the reports, orders were issued to the which brought broad grins from every guard to be extremely careful in its one, but which, had the Gods so willed, work, and to shoot at once any figure might have called forth tears instead or shadow which refused to halt when of hearty laughter. There was the properly challenged. And then began dog-fight mixup of two ships which a series of disturbing incidents which chose the same square yard of ground put the men's nerves on edge. Mysterf- on which to place their wheels, and ous footprints were found in the vici- there was "Coupe Mike." We will draw nity of hangars and barracks. Shadows the friendly curtain over his real name. which would not halt were seen nightly Those who know him will recognize the and it was a poor tour of guard duty sobriquet; those who do not, don't care. indeed, which did not call forth at least

SHIPS 313 AND 323 COLLIDE IN MID-AIR

hand and a flash light in the other, tumbling from the officer's barracks. "Turn out the guard," was the order.

The guard turned out. "Deploy as skirmishers!" The guard deployed. "Fire at will!" And every man was willing. From behind the cover of protecting shrubs, G. I. cans and gas drums the guard blezed away and the battle continued until the ammunttion was exhausted, but without result. The captain called his little band of soldiers together: "There's only one thing for it boys; surround the haystack and let no one pass until daylight." With a cheer the guardsmen charged and in a trice the haystacks were surrounded.

The suspense was terrible. Whenever man stirred every bayonet-crowned rifle was in a position for parry or thrust. And so the little band awaited the coming of the dawn.

Over in the village a cock crowed, and the east began to pale from black to that dismal gray which heralds the coming of the day. From gray to purple, from purple to crimson flashed the sky. Shrubs and trees revealed themselves cautiously, as if fearing the events which dawn must precipitate, and at last light came and brought with itnothing.

A careful search and a more careful are impossible. Field 8 has had its full research showed no German spy lurkshare of those humorous events which ing in the shadows of the haystacks and will be remembered long after the mud barns. The vigil had been in vain. But no-no stone must be left unturned. He must be on top of the haystacks. "There's still a chance, boys," breathed the doughboy captain. "He's up there And of these one which will live long and it's going to be a tough job to bring

And so, in the chill April dawn, the

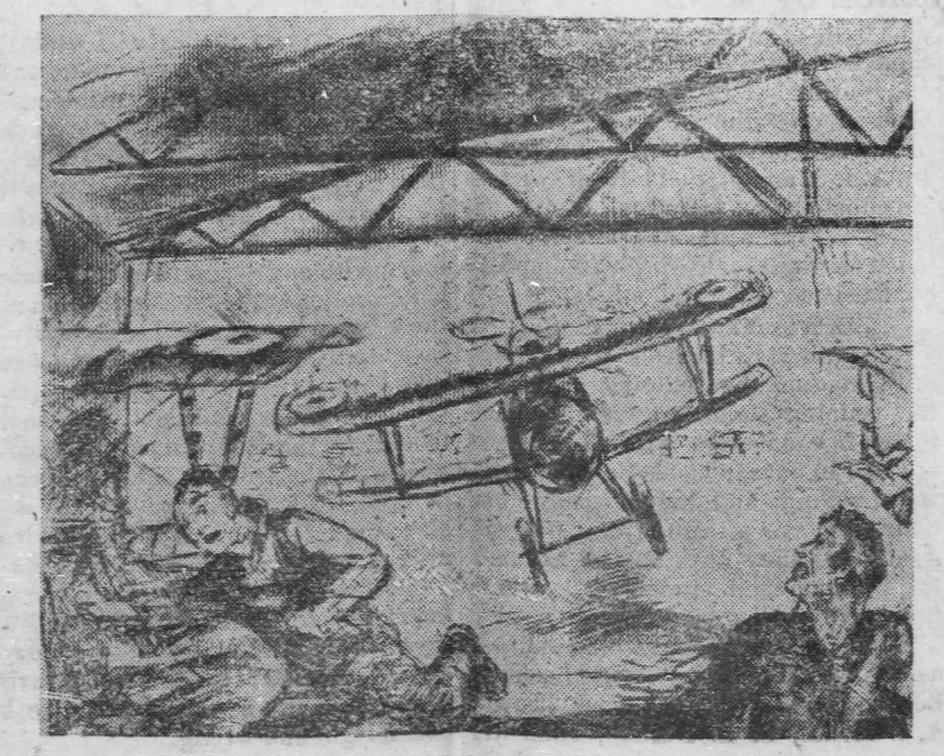
Need we tell the rest? History has not recorded the awarding of the D. S. over in the village a small boy was busy bandaging the leg of his favorite sheep

Near Tragedies

And let us not forget the near traged-

CONTINUED ON PAGE 4

"WILD BILL" OVER-SHOOTS THRU HANGAR



QUOTA OF PILOTS COMPLETING D. H.-4 TRANSFORMATION AL-WAYS MET AT FIELD NO. TEN

Under Adverse Conditions, Construction and Instruction Work of the monitors giving dual-control in-Was Carried on .-- Co-Operation of Mechanical and Instructional Staffs Overcome Obstacles

officially opened with Capt. Harry B. Officer of the 3rd A. I. C., Lieut.-Col. Flounders, 7th Cavalry (attached A. S.), Bingham, and telegram from Col. Kilner, as Commanding Officer; 1st Lieut. Will- the Chief of Training in the American iam A. Williams, A. S., Officer in Charge | Expeditionary Forces. of Training 1st Lieut. Richard H. Randall, A. S., Engineering Officer, and training of pilots for observation or C&A work on DH-4s began. While this was one of the last fields to be opened in the | Subject: Commendation for achievement. 3rd A. I. C., the work which was to be done here was not any less important by the officers and men of Field 10 during the past than that which had been carried on at week. By unremitting attention to the details of other fields for months previous, for it the work, and by remarkable devotion to duty, was learned officially of the great need both early and late, they have succeeded in esand of the excellent work at the front of the pilots then doing observation or C& A work. It was not by any means a simple problem that confronted the personnel of Field 10 in beginning this important task, as there were great difficul- | HB/GB. ties and disadvantages to deal with. The Bessoneau temporary hangars were not Received at 15 X J NS 55 OB completed, and the barracks were un- Aviation Issoudun finished. This was due to the fact that the demand for material such as was duty at Field to for their extremely good work under needed to properly equip field 10, was very great at the front. As has since been learned, for two months previous, all the available space on the ships leaving America was used to billet soldiers, and to store other absolutely essential requisites, in order to carry out the big drive which was then in progress at the front.

Quota Exceeded

It is often hard to be farsighted enough to see, and to appreciate to the fullest extent, the degree to which the services rendered by field 10 would materially affect the ultimate end, and so on this 21st day of September, 1918, with students awaiting instruction on the DH-4s at field 10, and all available DH-4s in commission on that date with which to instruct them, it would scarcely seem to the casual observor that any great work had begun. But with three hundred students waiting at the main fleld to be trained in the C&A work, it was realized by those at field 10, what a great undertaking lay before them, and that the success or failure would very materially affect the struggle then going on at the front. On the evening of the 23rd of September, the Officer in Charge of Flying received an order which required that between the 24th of September and the 4th of October, 60 finished C&A pilots had to be "lached" from this field, and sent to the front.

On that day, due to breakage on the two previous flying days, there were only 9 machines in commission, out of a total of 34 on the field. It, therefore, seemed impossible, considering the equipment in the way of machines and the handful of mechanics which were borrowed from field 7, to be able to

comply with this order.

For several days previous to beginning of operations at field 10 it had been raining, and the new field was very muddy. The rain continued, but it was never-the-less necessary to fly every possible moment. As a result, a great number of propellors were broken. However, the word failure has never been known to the staff of the 3rd A. I. C. After taking it up with the proper of co-operation on the part of the which this field has been operating lached 67 students, giving us at the end sion-100 percent efficiency! of this date, an excess of 7 finished C&A been called for.

become thoroughly enthused with the with the fact that material to carry on the training staff be honorably men- bit. They accomplished even more, of the Army" at home and abroad, in idea of making field 10 a success awoke repair work of the planes was available, tioned in connection with the success indirectly, than they could have accom- the training camps and at the front. It on the morning of the 4th of October, this wonderful showing was possible, at Field 10, inasmuch as they have al- plished at the front in the same length has witnessed the lesser, but very noble eager to ascertain the weather condi- There have been lached as high as 18 ways willing, and indefatigably done of time while they have served as In- sacrifices, of men well equipped for the tions with the idea in view of overshoot- finished C&A pilots in one day. ing the mark of 60 required students up to that date as much as possible, and by of 73 lached.

Commendation

were the very proud recipients of the the States it would have been consider- A. J. Cordes, S. E. Durand, John W. tween right and wrong.

On September 21st, 1918, this field was following letter from the Commanding

HEADQUARTERS THIRD AVIATION INSTRUCTION CENTER October 5th, 1918.

From: The Commanding Officer The Commanding Officer, Field 10

1. The Commanding Officer desires to express tablishing a remarkable record of pilots turned out and hours flown. This is all the more praiseworthy in view of the many handicaps that are al ways to be met in getting a new field started.

2. This achievement of Field 10 will be reported to the Chief of Air Service.

HIRAM BINGHAM. Lt.-Col. A. S.

TELEGRAM Tours, Oct. 8, 1918. Captain Flounders together with the squadron on adverse circumstances stop Great credit is due Captain Flounders and the men of his command

for their splendid achievement, 1115 a.m. KILNER.

In this connection, however, it is just that mention be made, not only of the Training Staff in their sincere efforts to "play the game," but of our Engineering Merkel, A. S., who had tormerly been 20 barracks, Y. M. C. A. hut and the Bill" was his sobriquet on other train-Officer and his assistant, for had it not been for their ingenuity, and the faithful work of every man from buck private up to M. S. E., it would not have been possible to have complied with the order. Such genuine co-operation on the part of everyone has been displayed between September 23rd, or in fact from September 21st, the first day the field was officially opened, up to October 4th, and indeed it can truthfully be saidjup to the present moment, has never been known to be excelled by any other from training in any given length of all that have been realized of war days organization.

100 Percent Efficiency

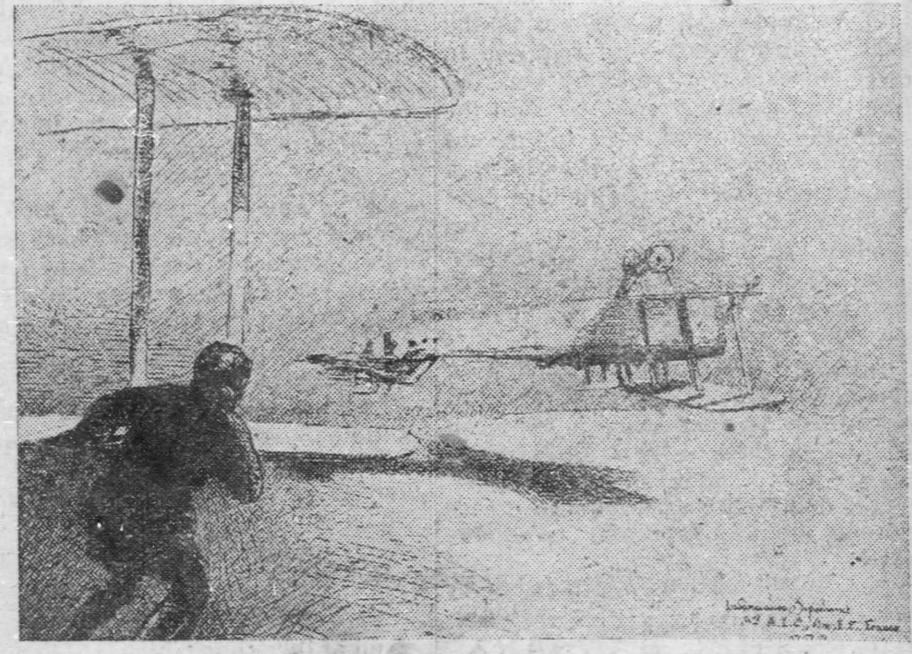
training and engineering, felt during issued from the Commanding Officer of those days when weather conditions the 3rd A. I. C. They have never failed were not conducive to flying, is beyond to pass the most rigid inspection and as

the A. E. F., and more especially under the circumstances at the front at that time, it was necessary that training continue, and in the haze, a student who had been receiving instruction in spirals accidentally collided with another plane, piloted by Lieut. J. S. Hand, one struction to a student. The solo student fell into a vrille and was killed.

Lieutenant Hand having seen the other pilot approaching at the last moment dove steeply to avoid collision. They were too close, however, and the student's solo plane struck the plane which Lieutenant Hand was flying in the tail surfaces. Lieutenant Hand's plane immediately turned on its back and started to fall in a nose dive upside down. Lieutenant Hand, however, realizing the helplessness of his position and having learned in acrobacy that when upside down the movements of the control longitudinally are reversed, pushed forward on the stick and made what would be considered a markable presence of mind thus not IMPORTANT FUTURE only saved his own life, he having escaped with a slight fracture of the right arm, but saved the life of the student who was riding with him at the time. It is believed that when the official Gosport System in Operation at records of the many C&A pilots who have been sent to the front, are given to Z 420 TG retel number 482 congratulate staff and the public, they will contain many interesting examples of just such presence of mind as was exemplified by Lieut- felt the need of a field designed for the ship off the ground and on again in enant Hand's act in such a crucial transformation of pilots who have been condition to fly. It was always a 2 to 1 moment.

received orders to leave this field and such a need. to report elsewhere for duty. Howmanding Officer of Field 10, and by his fields of the 3rd A. I. C. earnestness and his sincere and preofficers under him.

time the number of students required dreams. from the Chief of Training. They have The anxiety which the staff, both never failed to comply with any order



MONITOR'S PRESENCE OF MIND

pilots over and above that which had was assigned to this field as engineering officer. Due to his resourcefulness and It is desired by the Officer in Charge thoroughly trained pilots at the front, with the spirit of un-afraid sacrifice The training staff, however, having ability as an engineering officer, together of Flying that the following officers of it is known that they have done their which has marked the work of the "Eves

Monitor's Presence of Mind

the evening of the 4th there was a total have exemplified the type of men which they have worked. represent the Air Service of the American Army. On October 4th, it was rather as follows: First Lieutenants Leslie A. a victory which is to the world a saving ways the work has been done with one The staff, therefore, a few days later hazy, and in the early training days in Benson, Geo. A. Bond, Homer L. Brown, decision in the everlasting choice be- end in view, to "Carry on until the

all the available accessories were placed and by keeping in very close touch with and during all the time this field has front and do their bit, it was impossible at the disposal of field 10. By the 4th of him regarding the needs, it is possible been in operation, it has been in the to give them that privilege, but as their October the graph showed that there to state that several times during the process of construction. The staff of talents fitted them for the work which were on that morning a goodly number month of November the graph showed 3rd A. I. C. and of Field 10 as well as they were asked to do, we are sure that of planes in commission, and that we that there was a total of 88 D.H.-4 planes the enlisted men, are proud of the en- they have done their bit towards defeat- sorrow, the field has carried on. It has had up to the evening of October 3rd, on this field, and 88 planes in commis- viable record made at this field, inas- ing the Hun. While they will not go set records which will be looked upon On October 26th, Lieut. A. H. Klein ed, has been under difficulties.

Efficient Instructor Staff

A MINIATURE HISTORY OF ANY FIELD

Ten little Nieuports dressed up on the line One simply wouldn't go, so there were nine. Nine little Nieuports wondering their fate, One pulled a chandelle, then there were eight. All eight in tight formation sailing up to Heaven, When one threw a cylinder, then there were seven. Seven baby Nieuports gliding with dead sticks, One wouldn't start again, leaving us with six. Six little baby scouts glad they are alive, One stunted near the ground, then there were five. Five little Nieuports wishing they were more, Lost a brother in the fog, then there were four. Four little Nieuperts landing to the tee. One over-shot it, then there were three. Three little Nieuports, none were very new, One flew a bit too long, leaving us with two. Of those two little fifteens one refused to run, Which simplified the hangar work by leaving only one. One little Nieuport, seemed like one too many Was ferried up to Romo, then there weren't any.

FOR NEWEST FIELD

Field 12 Proves Short Cut Method of Instruction

assigned to Army Corps work. The bet between him and the mechanics as On November 5th, Captain Flounders purpose of field 12 has been to meet to whether or not he would crash and

Field 12, in its original conception, question: "Why did H- quit flying?" ever. in his stead, 1st Lieut. Richard H. was to have comprised 12 steel hangars, Adjutant at that field was made Com- would have been one of the largest

Owing, however to the early and undominating idea of being always fair to expected signing of the armistice, and with the result that at present we can but what there is of it the staff feel very center. Eight steel hangars, four barproud. They have never failed to lacke racks and a transportation building are

> Students have been put through with as great regularity as the weather would permit. To our own satisfaction we can state that with the amount of Avros assigned this field for training purposes, been opened for training.

THE KING OF GAMES

Wilhelm, once the Kaiser, Was the greatest gambler ever; He possessed a mighty army, Backed by economics clever.

When he rolled ten million soldiers Against the hand of Fate: He lost his German kingdom And won the world's worst hate.

He called on Gott and Hindenburg To roll up seben or 'leben; November 7th he raised the rag And signed up on the 11. -M. Jefferson Freeman, 2nd Lt. A. S.

Edwards, K. E. Griffith, J. S. Hand, R. D. McCreary, John K. Nissley, G. C. enants Paul V. Allen, W. T. Brown, John C. Canfield and Theodore V. V. Lautz.

Intensive Work at Field 8

(CONTINUED FROM PAGE 3)

He earned it by taking pictures with the coupe button, but that was the least of his escapades. In seven flights he put seven ships into Major Repair, and not until he was given the oldest ship For some time the 3rd A. I. C. has on the field was he able to get a combat here was the answer to that oft-repeated

And then there was Evans-"Wild Commanding Officer of the 37th Aero equipment of a complete unit of that ing fields, and we don't doubt he earned Squadron stationed at Field 7, and size. If plans had been carried out it it. Evans was a pilot whose judgment in the air was little short of remarkable. Aggressive and able in combat, but given to fits of erratic flying near the ground, it is said. One morning he was everyone, has won the way into the resultant prospects of peace, orders returning from patrol and overshot the hearts and confidence of the men and were received to discontinue the work, field. "No excuse," he said in his report; "I simply tossed a bone." I could The history of Field 10 is not so long, boast of being the baby field of this have given her the gun, or tried a turn, but I didn't until I was inside that hangar and then it was too late." So "Wild Bili" simply took the back wall out of one of the new permanent hangars and scrapped a perfectly good Nieuport. He was held as an instructor.

Collision in Mid-Air

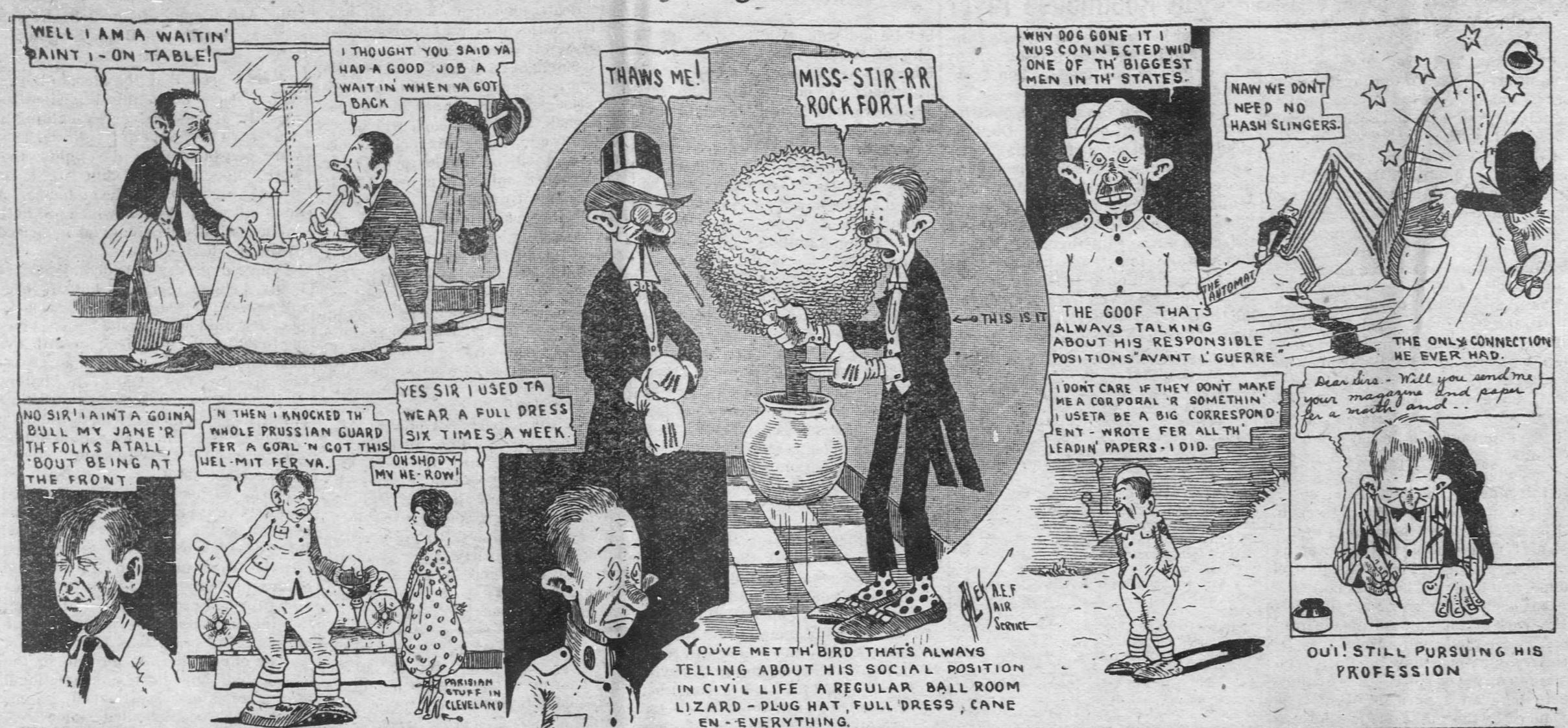
We have recited about wonderful ability of ours to express. Being assured the records show during the entire lime the field has graduated a considerable aerial combats at the front, but we can number of students in the time it has say without hesitation that one of the most miraculous escapes in coming down safely after the most thrilling of rides happened at field 8.

Two patrols of three each met between LaChampenoise and Levroux with the consequent dog fights. Right as the mixup became hot two other planes entered unexpectedly and speedingly. One of them decided to dive on the leader of one of the patrols and the other followed him, not knowing just what the first plane was after, but thought that he was attempting to escape. The leader attempted to get away from the man diving on him and zoomed. As the second pursuing plane had continued in line of flight a crash resulted with the zooming plane, taking away part of the upper right wing and V strut. It cannot be explained how Prince and R. B. Varnum; Second Lieut- the damaged planes reached the earth in comparative safety, except that the pilots kept their heads, one managing to make a good landing. The other While it was the earnest desire of vrilled to the ground, but a broken officer at the 3rd A. I. C. headquarters. executive officer, Major T. G. Lanphier, there have been but eighteen clear days everyone of the Instructors to go to the ankle was all the damage he received.

One strange feature of the episode was that the respective numbers of the colliding planes were 313 and 323.

And so, through laughter and through much as whatever has been accomplish- home with any decorations for deeds of throughout the history of the service valor on the battlefield, in the minds of with pride; it has seen sixteen men give those who appreciate the necessity of their lives for the country-give them their duty. As pilots they are efficient. structors at the 3rd A. I. C. Having been front who put aside their personal aims As officers they have set an example instrumental in teaching a number of and ambitions that other men might In connection with one casualty, we for the men and students with whom pilots what they themselves already receive the training necessary to make knew, they furnished our Army with the Boche-getters of them. It has been hard The members of the training staffare eyes which eventually led it to Victory- work, it has been trying work, but alfinish, until the war is won".

By "Alex"



RICOCHETS

By 1st Lieut. J. H. CLAYTON

THE DATE'S JUNE 30th

Reuber, Reube n, I've been thinking What a dry land it will be, When the booze is all transported Far across the briney sea.

Reuban, Reuban, we must get there Long before the closing day, Pray that Pershing signs our orders And we soon are on the way.

If it chanced that we should miss it, If we stay till flowers bloom Oh, my mouth will be like cotton And my soul be filled with gloom. So let's hurry to the transport,

Back where tall, long, highballs grow, Where they know how to mix cocktails, Where the red rum blossoms blow.

THINGS TO DO WHEN WE GET HOME

Have Rube mix one of those wonderful cocktails (if we get there before June 30) Hunt up that slacker. Suppress the Aerial Age.

Find out where Captain Pulliam gets his dreg with the publicity department.

A few of the Aerial Age atrocites have little, if anything, on those of the Hun Age.

Not to be ever critical, but when Aerial Age publishes a picture of the Mark VIII Camera Gun, with a caption declaring it to be our latest type machine gun, that's carrying the thing a little too far.

Not to mention the picture of a Rouler taken at Field 1 and labeled "Amer- changed. ica's Latest Fighting Plane."

We disclaim all responsibility for this one: Oggs: "What's easier to take than a knock on the dome?" Boggs: "A WAAC on the arm."

THE ELEVENTH HOUR

High in the mountains I have heard those pipes Which speak the presence of the mighty Pan, Trilling their harmony, so closly tuned To all the deep and hidden mysteries It seemed a curtain had been gathered up And I was gazing through the corridors Of all time past and time as yet to be.

In upland pastures I have heard far bells Distilling music slowly, drop by drop, -As if sweet essence fram a vast retort, Where all great works of harmony were met, Gathered in tiny globes of brilltant hues And fell upon the eager, list'ning ear To charm the hearer to some Arcady.

But I heard a fairer music far Than any born of sounding instruments, Or those light pastorals of mountain vales Or bird like pipings in a forest glade; Song got by travail of ten million wombs, Cradled in trenches, nutured by men's blood-The peaceful silence when the guns had ceased.

Rupert Brooke, Alan Seegar and Joyce Kilmer gone-and Willie Hearst on the Welcome Home Committee. And yet they say this world is governed by a divine sense of the fitness of things. At that, those three giants will be remembered long after Willie's shade ceased to haunt even a copy desk.

Capt. Kiel G. Pulliam, U. S. A.

Dear Captain:-Your loving friends at the 3rd A. I, C. congratulate you ball? Fair. Billiards? Fair. Boxing? on your Croix de Guerre and take great delight in awarding you a palm to go with it. The bravery with which you wear the emblem deserves at least that ball, Baseball, Tennis, etc.? Good. much recognition. But why stop with a Croix de Guerre when there are D. S. C.s, D. S. O.s, etc., to say nothing of V. C.s?

And might I add that we recall with delight the balmy days of Biarritz and four-only two; English and Spanish

the wound stripe.

Perhaps some day psychologists will expound for us the mental process thru | Military experience? Three years with which a man goes before he "puts up" a decoration under such circumstances. N. J. National Guard.

HE WAS GOOD AND HE ADMITTED IT

Or How Corporal Nemo Did Not Get 14s Commission

The following notes are printed of very cross examination by N. C. O. board, actual incident perpetrated on a noncom. who took himself seriously. (Answers verbatim, including grammatical construction.)

Would you care to accept a commission? A. I would love to put in for a commission of any kind.

State your reasons and belief. A. I have seen some Sergeants who ought to be Lieutenants and some Lieutenants who ought to be Sergeants.

Have you any specific reasons? A. have perfect confidence in my ability.

Then you feel prepared to accept a commission. A. Yes, if there are any openings in the Lieutenants line to spare.

What is your name? A. J. Nemo. Do you wish a flying commission? A. Yes, if possible, but if finding that I cannot pass for flying I would like it

Weight? A. Practically 145 lbs. Married? A. Single-No children. Date of graduation? A. Grammar school 1905-High school 1908.

Then you did not graduate from high school? No, but I attended business school and have also studied miscellaneous subjects every evening since that

Secretarial work has been my TRADE right along.

Have you had any technical training? A. I have attended lectures of that sort. Position at place of last employment? A. Assistant to the Secretary.

Reasons for leaving? A. To serve my country.

What was your draft number? A. 692. Are you familiar with the following subjects: Aviation? Yes. Automobile driving? Yes. Automobile construction? No. sir, repair. Carpentry? Yes, sir. Machine destruction? Yes, sir. Yes to the following: Map making, photography, moving pictures, telegraphy, etc. (He knew them all.)

Store keeping? A. Yes, that is clerical. Semaphore signalling? Yes. What is Y? Answer not correct. What is K? Not correct. (Answer nullified as it was obvious that the applicant was not familiar with the subjects although he protested it has been sometime since studying it.)

How about your athletic ability? Base-Fair. Chess? No. Fencing? No. Foot-

With what for-eign languages are you familiar with? A. I am not familiar with slightly. (No Levity please.)

VERSE AND NEAR VERSE

DON'T LET THE STATES GO DRY

We are sending this appeal to you, From far across the foam, To let you know just how we feel. About one thing at home.,

We left the dear old U.S.A. With cheery, fond good-bye, And yet while we were all away You had to vote her dry.

We sailed away, and came across, We left it all to you, And to keep it, as we left it Was the only thing to do.

We came across to fight for you, We did our best each day, Until every thing was settled, In a Yankee-Doodle way.

And while we fought for you in France, You made the old states dry, And never gave us the least chance Our vote on it, to try.

If you make the Home Town dry, And put the ban on beer, We might as well forget the place, And stay right over here.

This is the voice of all your boys, Who were fighting tooth and eye, And to do them all a favor, Don't let the States go dry.

A FOOL THERE WAS

(Apologies do Kipling) BY HUGHEY

A fool there was and he thought he'd try, Even as you and I, To join the service and learn to fly A plane that would take him 'way up in the sky, But the fool hasn't gone up so very high

Even as you and I.

Oh, the plans he made and the prayers he said As he fought thru the ground school course Belong to the memory of early.days When he was new to the Army ways And did not understand.

A fool there was and he did his best, Even as you and I; Flunked in wireless and motors too, Worried, fretted and tried to get thru, Then the fool at last got out of the stew, Even as you and I.

Oh, the joy when at last to a flying field He was sent to learn the big game And with his instructor he busted ships, getting

ali the blame; He fatigued and worked and was royally panned, But still he couldn't understand.

The fool was pushed thru while the game was new, Even as you and I' And when the war ended he took his cue,

Stalling along as most of us do, Trying to hide and keep away from view, Even as you and 1.

And it isn't the loss of a Croix de Guerre That stings like a white hot brand; It's learning to know he's still a shavetail. And goes home at the end of the trail, For at last he knows . . . and can understand.

VARIATION PARODIES

Twinkle, Twinkle, bi-place Sop, How I wonder how you got Up above the world so high, Like a clothes horse in the sky.

Harry, Harry, quite contrary, How does your Farman go? Oh, I never fly till the weather's dry, So, honest, I don't know.

There was a crooked man who flew a crooked mile; He bumped his crooked airplane against a crooked

A very crooked peasant fined him fifteen hundred francs, And crooked the last of essence from his crooked

leaking tanks. Taffy was a Welshman-Taffy was a thief,

Taffy came to our mess and stole our bully beef I went to Taffy's bunk-Taffy was in bed-And leaning gently over him I kissed him on the head.

There was a man at our field and he was wondr-

He tried to lecture flying dope to all the other guys, But when he found himself in wrong, with all his might and main, He shut up like a folding bed and never talked

again.

HERE AND THERE

CHERIF MADELINE This haughty girl of the U.S. To me is, "tout fini" You take her place with me, I guess "Ma Fiancee, compri?" Perhaps it is this "Ah oui" of thine I fall for, 'cause it's new, But if you compri my "frog" line "Ah, cherie, elle est vous."

DEAR MARY This Oui-oui girl of Snnny France To me is quite a "dud," She neither knocks me with her glance Nor holds me, like her mud. Perhaps it's just this Oui-oui stuff I'm not accustomed too,

But if you really call my bluff, It isn't oui-it's you.

OUR TOP KICK

-Tom.

By a Buck, 128th Engineers

They say 'tis a grand out-fit, for such I've always Amid our trials and troubles, on our picks and

shovels lean; The emblem of the Engineers, from morn till the

shades of night. We wind our way along the road, to the Frenchies' keen delight.

Our mess kits filled as usual-pork and beans or stew.

And the way the non-coms strut around, puts the working pep in you;

The top-kick's just as grouchy at the boys as he can be, But the skipper's there to hear our prayer, 'cause

he's square to all you see; Soon we'll be a sailing, to our homes across the

And we'll hear no more the sergeant's roar at the sound of revielle;

No more the dread call of fatigue, just the order to "parti,"

And all we'll leave behind, are the roads of the 3rd A. I. C.

New Entertainment Officer, Captain Moulton, Assures us Local Shows Every Night at "Y"

Cheer up, boys, you have no kick coming while we are waiting for those orders home. A menu of local entertainments will be dished out which will not only furnish spice but variety.

Everyone knows the success which Captain P. D. Moulton attained with the Field Seven Band. He has broadened his field and has been assigned as our new Entertainment Officer, being assisted by Sergeant James Meenan. Their combined efforts and their ability to put things over is beginning to show itself.

to extremes in order to carry out their detail. It looks as though the morale thermometer ought to hit one hundred now. The visit of Major Miller and Lieut. Long from Nevers, who have charge of S. O. S. entertainment has

While it is impossible to set before you a definite schedule, we can assure you this much. There will be an entertainment in each hut every night, consisting of either 5 reel movie or diversion of some kind, including boxing. Among the shows promised include a minstrel troupe, and a show which has up to the present been only playing big time. It is the work of doughboys from the front and they are the keenest ever. .

Have you noticed how the Post Band has taken on a new spirit. It is beginnevidenced by the enthusiastic approval of the premier dancers, at both the enlisted men and officers at their weekly dances which are growing in popularity. the other playing Paris and the front, the picture. will soon bear fruit in the way of return | The chap had frost bites, did he? Now

engagements. it will include the following: Chat- | wind in his face and took his breath formers will play at both huts on Thurs- 2, where he was stationed, kindly conthere will be no post-mortems the enter- perhaps, and run out of ink. tainment committee has assured us even | We did not know that anyone had change for the performances put on by would never let him take a joy ride our troupe at neighboring camps.

Second A. I. C. in New Role

(CONTINUED FROM PAGE 1)

Wireless receiving stations will be set up, and problems of communication worked out with Divisions, Brigades and various regimental units. No definite period has been decided upon as to the length of time the school will continue. It will undoubtedly run as long as there are Divisions to be trained.

CATHOLIC DEVOTIONS

Confessions Saturdays at the chapel 4 to 6 and 7 to 9:30 p. m. Mass and sermon Sundays 7:45 and 11 a. m. Doctrinal Instruction and Benediction Sundays 8 p. m.

Vaudeville Galore Here Some Roadhouse Flying by a Roodhouse Flyer

mitted and perpetrated at Issoudun, by 26th of March, 1918, headed for Hara Buck Private this time, for home con- bonniere Aerodrome, which we found

sumption. party has just left our midst. Oh, boy, towards the lines. After several kilowouldn't he get an awful riding. Be- meters, we arrived at Estrees, where we ware, for we will have no mercy on met three English infantry officers, one those who pull this kind of stuff. We Major and two Lieutenants (we had cannot swallow it and we won't permit brought the Major's servant back to the French Commission of Public those back home to be buncoed. It is a Amiens from Champien the day bereflection on their intelligence. It is so fore). Colonel Bolling inquired of the unnecessary, for if one has done his Major: "How far is the Hun away?" work conscientiously it is needless to They replied, "three miles away is our fictionize, even if you have not been on latest knowledge," and that it would be The entertainment committee is going the front. You soldiered and took or- all right for us to go up on the top of ders. We quote clipping just received: the hill, which was about one and one-

"ROODHOUSE FLYER SAYS IT'S FUN TO TEASE THE ENEMY.

"Roodhouse, Ill., Nov. 7 .- Writing to friends here, Claude Sherwin, who is with Squadron 801, U.S. Air Service at Issumdun, France, says: 'I saw added encouragement to the situation. a picture in one of the papers sometime ago of a girl and a boy in an aeroplane. That chap could not take his girl up with him over here. It would the road. The Colonel thereupon remean a court martial. Besides, I'll vouch that they'd have worse frost bites than I have if they didn't bundle up more. It's frightuflly cold above the clouds. We are none too warm with fur lined coats, over heavy suits, woolens and sweaters.

"'I am feeling contented with war, as one who obeys that impulse. We frequently obey impulses over here too, and have great fun teasing the Boche, who as yet doesn't quite understand our out of commission, so that I was unable

"Honestly, life isn't half bad-this life over here. We eat, sleep and read, and when we are feeling gave me orders to jump out of the car blue about home folks and the folks, we just hop into a shell hole on the side of the road, into our aeroplane and drop a few shells on Fritz | which I did. Colonel Bolling likewise to vent our spite, and keep religious by praying ing to take on a new air of Jazz, as for each shell to burst right. If lucky enough to get a nice soft wound we just think of having the nearby shell hole. A ditch connected pleasure of having our hands held by a girl from the shell hole in which I lay and the one home, and finally emerging with a bright gold in which Colonel Bolling was, so I could wound stripe. I am entitled to one."

Anyone handing out that line ought Our two troupes of Post Entertainers, to get court martialed, even though he one making a round of the S. O. S. and | did not take "her" up like the chap in

isn't that a shame? Perhaps the thrust To give you a line on next week's bill from the propeller threw too much eauroux Review, with a cast of 40 per- away when one of the monitors at Field day and Friday; Minstrel show of 32 descended to give him a ride back to people, accompanied by orchestra of 40, the hangars. It is too bad someone did will show on blankety-biank-date; not take pity on him and loan him one and Foecy Jazz Band and entertainers of those well known fur lined things. which scored a big hit. Then we can They ought to throw one at him. If he count on Nevers furnishing us even more | "obeys that impulse" and buys too than promises of big things on the re- much of that kind of cognac again down gular circuit. Limoges will be heard at the base port he is liable to go up from in a day or two. In order that way way above the clouds, 10,000 feet

though some of the wandering bards been teasing our Boche prisoners, as will drop in on us unexpectedly they they had never complained to us, and will phone in advance to all organiza- if we had known that he had taken any tions. The outlook is extremely bright, walnut shells, which he had left over considering that in the past the only visit- from his Christmas dinner, and thrown ing shows showing here were in ex- them down on our prison camp we around the field again.

If this gets home before he does he surely will be bounced on the bean and secure that nice soft wound he was talking about, but still that bright gold wound stripe will remain on his left arm. He takes credit in advance for what he is going to get. Foresighted, ne'cest pas.

The Cocarde Must Go

issued directing their removal.

CONTINUED FROM PAGE 1 Another barracks flying atrocity com- hotel Amiens about 9:30 a. m. on the evacuated. Upon finding the aero-It is regretted that the responsible drome evacuated, we decided to drive half miles away. It is at Estrees that the Somme battlefield opens out, and upon continuing on some 300 yards after leav-German machine guns; the Germans opened fire upon us from both sides of marked something to the effect that, deavored to turn the car in order to retrace our steps, but as the machine guns were but 150 ft. from us, their continuous fire quickly put the motor to turn the car. Colonel Bolling then left the car and took shelter in another see him at all times, and knew what he was doing, and he could see me. The

machine gun fire continued for about

at the car and the shell holes in which

Colonel Bolling and I had taken shelter.

shell hole in which I was laying; I was

resistance, and was shot at twice by

one of the German officers as I lay in

the shell hole, waiting to see what

course Colonel Bolling would take. As

these German officers fired at me, Col-

onel Bolling fired at them with his

revolver (which was the only fire arm in

possession of either of us), killing one

German officer and was in turn killed

by the return fire of the other officer.

He was instantly killed by a bullet

ond wound on the head from the fire of

the German.

2. The German officer who shot Colonel Bolling then retired from the scene, evidently toward his machine gun, leaving Colonel Bolling and me. I lay still in the shell hole for about thirty minutes, the German pairol having passed beyond where I lay, going in a westerly direction. Shortly after the patrol passed me, German infantry occupied the territory. Upon becoming aware of the presence of the infantry, I decided to feign dead until darkness came on, when I then thought I could make my way through the German lines to our own lines, but as I lay feigning death, five infantry men stepped down in my We are sorry to break the sad news, shell hole and rolled me over. Upon but all wearers of the 3rd A. I. C. cocarde finding that I was not dead, they commust remove it, as per instructions from | menced to ask me questions in German, Assistant Chief of Air Service. This is amongst which was whether or not I not a rumor, as post orders are being was American. One of these men went to the car and brought back the Col-

French Adopt American Sports

At a local meeting the other day the American physique was attributed to the National love of sports and the exercise in the open air.

Lieutenant Pavoeletti would be glad to get a few rule books-of the later American Sports, such as baseball. volleyball, and basketball, which were officially adopted by the French Government and will be taught in the future in all the schools. It is proposed by Health, to form in every city and commune a committee which will have charge of all local sports and matters pertaining to physical culture. For guidance of these local committees. the government has detached from the army about sixty officers, and these officers will act as supervisors for the districts in which they are stationed.

During the past few weeks Lieuteing these officers, we ran into a nest of nant Pavoeletti, who has charge of the work in the Department of Indre, has visited nearly every large town or commune and has formed the local committees. In most of the towns teams "This is getting too warm," and I en- have been formed and in a few cases games have been arranged between the different communes. The programe outined covers nearly every branch of sport, but the American games such as basketball, baseball, and volley ball seem to be the general favorites.

onel's small hand bag, asking me for the key. Upon my telling him I had no key, he ripped the bag open with his bayonet and took some minor articles, but did not take the entire contents of the bag. One of the men then searched my clothes and took everything that had. The man who had ripped open the bag then fixed the bayonet to his gun and marched me behind the Gerfifteen minutes and was directed both man lines to a prison camp.

3. As near as I can fix it now, the place where Colonel Bolling was killed After the machine guns ceased firing two is about 300 yards east of Estrees, on German officers appeared at the edge of the Amiens-St. Quentin road.

4. The last I saw of Cotonel Bolling's unarmed and was unable to make any body, it lay where he was shot in the shell hole next to the one in which I had taken shelter. I certify that Colonel Bolling was killed in an endeavor to defend himself and me.

Pvt. Paul L. Holder. Witness: 22nd Aero Squadron, R. M. Colt, Air Service, U.S. Army Major, Air Service, A.E.F. Chief, Personnel Officer.

Sworn to and subscribed before me, the undersigned, this 4th January, 1919. John D. E. Forrest,

through the heart, and received a sec- A true copy. Captain, Air Service, Summary Court, A.S. S. H. Boies, Captain, A. S. Paris.

"Oi-Oi, You Box-Fighters"

Big Attendance of Local Fight Fans at Impromptu Bouts Staged by Outsiders

It is feared that the men of the 3rd A. I. C. have taken the Armistice too literally; at least as far as fighting is concerned they have quit entirely. They were conspicuous at the fights that were conducted at "Y" hut No. 1, on Monday night, only in the audience. A good bill was presented which was both enthusiastically cheered and criticized by the spectators.

Bringing in the outside talent certainly "pepped" up things, but still local interest, which is so essential, was lacking. It would have been a better showing to match the outsiders up with the men who have been acting in an advisory capacity only. One of the visitors commented on this fact, remarking that it seemed odd that with the number of men at the center we should not be able to produce a few to show that we

are there at least.

The boys from Bourges demonstrated that they could push fists besides pens and upheld the record of the Central Records Office which they represented but the Tank boys and Marines and other representatives of Montierchaume all performed creditably, but it is felt that the majority of the matches were uneven. Our pride was hurt when a bantam offered to box anyone in the house, but our best conversational boxers remained particularly silent. Everybody recommended some one else and that some one else was "Izzy" Hoffman who performed so creditably last week and no doubt could have kept us on the fistic map. It is regrettable that our lone representative, "lzzyHoff" was busy doing guard duty at that time.

While it is appreciated that a good many of our stars have shot away from here during the migration of the squadrons, surely there must be some talent hidden away it only they receive the proper encouragement. We are not asking for pugilists of skill. All that is needed is some boys with the keenness for sport playing the more active role than mere spectators. It was done last winter and there is no reason why it cannot be done now.

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Rates: 1 franc per line, 8 words to line monomore commended the commended to the commendation of the commen

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