

Plane News.

The First A. E. F. Paper Edited and Printed by Soldiers
PASSED BY CENSOR

Vol. 1, No. 28

On Active Service, France, June 1, 1918

Price 25 Centimes

ARMY TRAINED TECHNICALLY BY NOV. 1918

Over 250 Occupations Involved
in Plan to Increase Efficiency
of Air Service

By Sgt.-Maj. George W. Lynn

The re-classification recently of trades and professions in the enlisted personnel of the Air Service was only a small part of the program of the War Department Committee on Education and Special Training, which was appointed last February to work out a special course of schooling and technical training for 100,000 men by November of this year.

Advancement of Science in War
This gigantic plan embodies the use of about fifty colleges and technical schools in all parts of America and nothing that has been done since the Civil war illustrates so strikingly as this undertaking, the difference between modern war and the old Civil war type. Every advancement in science and improvement in the industries must be seized by the huge War Machine in the betterment and efficiency of the Army.

250 Specialized Occupations Required
Over two hundred and fifty specialized occupations are required in the new training project, some of them of such recent origin that the way to teach them in class rooms is now being worked out.

At the head of the list of requirements is the demand for those trained in the various automobile trades 20,000 of these, according to publicity of the *New York Times*, are needed. In a few of the occupations not more than twenty are required for the whole army—such as bacteriologists and meteorologists.

A vague idea of the project can be appreciated by a look at the lists:

Twenty-one different kinds of carpenters are needed; 13 under the general head of lumbermen; 11 under structural steel worker; 3 under physicist; 8 under photographer; 32 under machinist; 10 under civil engineer; 8 under mariner and boatman; 9 under gunsmith; 12 under clerical worker; 14 under blacksmith; 7 under chauffeur; 7 under tailor; 5 writer; 8 under printer; 16 under auto mechanic; 4 under detective and policeman; 14 under medical man, beginning with chiropodist and psychiatrist; 3 under mathematician—calculus, computer and trigonometry, in the order named; 3 under canvas workers, including sail-maker; 3 under mule packer, with cargador first on the list; 4 under rubber worker; 4 under sanitarian; 7 under artist, with plaster clay molder and property man as two in this list; two kinds of farmers, one plain and the other a stock raiser.

The numbers requiring the largest number of men are carpenters, wireless operators, electricians, general mechanics, telegraphers, engineers and firemen.

Problem Studied Months

The problem of finding a way to provide the requisite number of skilled and semi-skilled mechanics and technical workers was recognized by the War Department months ago. Various plans were suggested.

Secretary Baker suggested that the logical solution was to devise a system that would link together the engineering schools of the country for the training of the 100,000 men required by November. The first step was to find out how many and what kind of technically trained men were needed. Estimates were obtained from the Staff Corps.

It was necessary to study the needs of the various branches of the service for skilled men and technicians; to determine how such needs should be met, and to secure the co-operation of the educa-

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BON JOUR! friends, we greet you somewhat camouflaged, but you will no doubt recognize us in spite of our new "tailor made" appearance.

The growth has been so rapid and the scope so broadened PLANE NEWS has been forced to provide better equipment to meet the demand.

(It is the same soldiers' paper, for the men of the Air Service, printing mostly air news—not of the hot variety) which is of vital interest to all of us.

Our policy remains the same—to do everything within our means to help win the war—by promoting the "Esprit de Corps" keeping up the spirits among all those we can, encouraging our pilots to get the hated Boche—*every one they go after*, and as the English say, "stick it, stick it by the gods until we win."

FRENCH JOIN AMERICANS IN TRIBUTE TO FALLEN HEROES ON MEMORIAL DAY

New Plane News Correspondent
To Work With Boys in Trenches



"Bish" has two important jobs. One is to "father" the boys facing the grim destiny in the trenches and promulgating the interests of the Y. M. C. A. the other is to write for the PLANE NEWS. Back home "Bish" was a preacher in the Keystone State and when the U. S. entered the war he packed up and donned the khaki "triangle" uniform and a short while later landed at the Third Aviation Instruction Center in France. That was last November.

Now Rev. Dickson is dodging the worst Fritz has to offer in the front line trenches. Not only will he carry on the same big work at the front as he did behind the lines, but he will also tell the men of the Air Service, through the PLANE NEWS, of the lives and experiences surrounding our troops in battle.

PROMENADE TO THE LEFT

Hereafter non-coms. desiring to prove their authority will walk to the left of their subordinates. This is not absolutely official, but if a non-com desires to show he "eez un sargent" to the ladies it is suggested he stick to the left of the promenade.

According to the G. H. Q. A. E. F., the wearing of chevrons on both arms is suspended during the present emergency.

Hereafter chevrons will be worn on the right sleeve only. It is the general impression this action is taken to avoid the continuous confusion of the French in thinking one of our chevrons denotes three wounds and one year's service in the trenches.

General Pessimist says this will leave the left sleeve more room for service stripes and wound chevrons.

Major du Mesnil, Commander of French Troops in Vicinity, Delivers Stirring Address Over Resting Place of U. S. Aviators

Allied Troops Massed in Impressive Formation While Graves are Decorated and Volleys Fired

"You who have come to die with us for justice, honor and liberty have asked us to join you in paying reverent homage to your brothers who have already fallen. You have asked us to come as brothers, and for this I thank you.

Today families in the whole United States are gathered together in prayer. Our hearts go out to them and we are deeply touched.

Here reverent hands have, with touching tenderness, scattered flowers on the graves of those who have died near us.

But there are others towards whom at this time my heart and yours go out. I mean those who, at the front, have had their poor bodies scattered by explosions or buried in destroyed trenches. No kind hand will ever be able to scatter flowers on their graves, and there no one will come to pray.

Soldiers of America who have already fallen for us, in the name of the soldiers of France, I salute you."

These are the words of Major du Mesnil, commander of French Troops in this vicinity spoken as he stood between the long rows of graves bearing fallen Americans, surrounded by a vast number of American and French troops celebrating Memorial day.

The scene at the U. S. cemetery was one of profound impressiveness and long to be remembered. Major Carl Spatz, of the American Air Service, and Major du Mesnil, with their staffs, formed the center of the massed allied troops. Of the Americans there were flying officers and cadets, supported by vast numbers from the Aero Squadrons. The French forces comprised men under training for commissions.

Father Sullivan opened the memorial services that will go down in history, by celebrating mass which brought home to everyone alike the great solemnity of the occasion.

Mr. Jefferson, of the Y. M. C. A., read President Wilson's proclamation, after which Professor Candy, of Yale University, gave a stirring address, closing with a fitting prayer.

It was at this point Major du Mesnil made his inspiring address. Outstanding from the great assembly of massed troops he stamped a picture in the minds of all present not easily to be forgotten.

Bareheaded, soldierly in appearance, and speaking in loud, penetrating voice, he told of the appreciation and gratifi-

cation of all France for the help of America.

The Air Service Band took up a timely tune following the Major's message, while the Red Cross and Y. M. C. A. canteen workers decorated the graves of the Americans in the Air Service who have been lost to make the supreme sacrifice.

A platoon fired three volleys over the resting places and the band played the *Marseillaise*, immediately following with the *Star Spangled Banner*.

The honor and tribute paid the departed comrades of the U. S. Air Service on the occasion of the first Decoration day celebrated overseas re-instilled within the soul of every soldier once more the seriousness of our cause.

AMERICAN PLANE OUTPUT RAPIDLY PROGRESSING

English Aviation Paper Gives Comprehensive Report on Plane Manufacturing.

The May 2nd issue of the *Aeroplane* published in England gives a most interesting and encouraging report of the progress of American plane manufacturing written by an authoritative writer of the U. S., Mr. J. W. H. Mason. It reads:

"America's production of aeroplanes is now entering the stage where rapid output has been made possible by the co-ordinated work of thousands of Government employees in numerous industries, from lumber felling to cloth weaving.

"When America entered the war, the Government had a total of 260 aeroplanes, mostly of inferior types.

"One doubt whether there were half as many fit to fly. At any rate there were never a dozen at a time in flying order during the Mexican campaign.—Ed.)

"The personnel of the Aviation Corps, which was a branch of the War Department's Signal Corps, was only a few hundred strong. The total available aeroplane productivity of the country during the 12 months preceding America's declaration of war was 64 machines. The Government had ordered a total of 366 for the year, but 64 was the best that could be done by the eleven plants (only one of them of any magnitude) then engaged in aircraft building. Between April 1st, 1916, and April 1st, 1917, American aviators were in the air for an aggregate of only 1,000 hours. There were but three aviation grounds for the army's flying men between the Atlantic and the Pacific.

From this condition to that existing at present represents the work of a great magician. Today there are a score of aviation fields in the United States. At one of these camps, a few days ago, there were 135 machines in flight. The total hours spent in the air by the birdmen that one day was 857—nearly as many as all American military aviators had spent aloft for the entire year previous to America's entry into the war. The distance covered by the aviators at that one camp on that one day was 50,000 miles—twice around the world.

"There are now over forty plants in America making aeroplanes. Over 400 factories are turning out special parts for aeroplanes and fifteen engineering companies are engaged in building the motors.

"Aviators are now numbered in the thousands and the graduates from American flying schools are more numerous than the total aviators engaged in action in any one day on either side of the western front."

BIG FIELD IN MEMORIAL DAY TRACK MEET

13th Aero Squadron Carries off Highest Honors—Hundreds Flock to Watch Athletes

In regulation field and trench shoes, woolen breeches and O. D. shirts, the Decoration Day Field Meet of the Air Service was a rip-rearin' success from every point of view.

A red lemonade concession would have retired for life. The day was warm and sunny. A large mob turned out and hundreds of interested French came from the surrounding towns and cities to get a glimpse of real American sport.

It was, without a doubt, the largest, most comprehensive real sport of any American athletic meet ever held in Europe.

Hoodooes Get the Pennant

The pennant offered by the PLANE NEWS and designed by Cpl. Kindig, 1st Co. M. M., was won by the famous hoodoo squadron, the 13th, who grabbed off the most points of any organization entered in the meet.

The "unlucky devils" gobbled everything in sight: 100-yard dash, 1-4-mile relay, broad jump, gun race and tug-of-war.

The tug-of-war, figuratively speaking, took like hot dogs on the Bowery, with the French. It was necessary in this contest to have three eliminations before the point was really taken, and the final was between the 13th and 37th.

A matter of note in the remarkable record of this organization in the meet was the fact that there were only 90 men to pick from in the 13th, counting the Sergeant-Majors and other non-combatants.

183rd and 802nd Tie for Second

The 183rd and 802nd Squadrons tied for second place in the meet.

Third placed was pulled off the free by the 1st Co. Motor Mechanics, and the 642nd Squadron made a close run with fourth place.

Splendid Physique

Practically the entire personnel entering the days contest were typical of American health and vigor, and the on-looker heard frequent comments from the French of *tres bon* at the feats of the contestants. The men were bronzed from the work of the fields, with muscles solid as a Greek God.

Hospital Sluggers Look Sick

Perhaps the baseball game, among Americans, was of paramount interest. A picked team slapped it to the team of Base Hospital No. 9 till they looked sick in a 9-inning game 12 to 2. The French seemed mildly interested, but couldn't savvy the swift stuff.

Non-Spendable Medals for Victors

Individual medals, consisting of silver French coins, finished on one side and suitably engraved, will be given to the winners of the meet. A five-franc piece will be given for each first place, a two-franc piece for each second place, and a one-franc piece for every third.

Only four contestants to an organization were allowed to enter in Group 1, nor was more than one person allowed to enter any two events in Group 1. This was considered a very feasible plan and brought a wider variety of athletics than under any other plan that could have been conceived.

Athletic Committee Makes Good

The Athletic Committee, under the direction of Capt. Kearney, composed of Lt. R. D. Smith, 802nd, Lt. H. O. Ellis, 13th, Lt. L. S. Jackson, 642nd, Lt. W. J. Shirley and Mr. Bob Boardman of the Y. M. C. A., worked unceasingly to make

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PLANE NEWS

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

Managing Editor: Capt. George F. Kearney
Editor: Sgt. Geo. D. Wilcox, Jr.
Advertising Manager: Lieut. H. G. Canda.
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Sport Editor: Chfr. Howard M. Waller.
Circulation Manager: Sgt. Geo. W. Wessells.

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."**

EDITORIAL

WE hope that in presenting our readers with a new, with a greater PLANE NEWS that they will appreciate the real significance of this issue. Ancient philosophy has it that the enlargement of any organization, the progress of any institution is significant of something greater. And we feel that is applicable to the new PLANE NEWS. Does not this new issue typify the progress, the increased activities of the Air Service? We believe that it does.

It typifies the replacement of the tentative by the permanent. The PLANE NEWS was instituted at this post under the most trying circumstances. Omitting the details of difficulties encountered in obtaining any sort of equipment with which to publish a newspaper, the obstacle in the way of at first securing interesting reading matter, and various other tribulations, the PLANE NEWS, through the liberal support and encouragement of its readers, is now a permanent institution. It now stands as an organ desirous of representing the best and highest in the Air Service of the American army.

And similarly runs the story of the advent of the Air Service. Its progress in France, despite the whole hearted co-operation of France, despite the qualities displayed by its officers was for a time rendered difficult simply because aviation in our army was something new, and it was being partly organized and perfected in a strange country. But now, after months of strenuous continuous labor, the Air Service of the American Army has "arrived" and is a permanent institution. Our pilots are on the front and already we have produced two aces.

But we must not, we cannot, rest on these laurels. Having achieved this great success we must now put forth our greatest efforts in order that our service may be sustained and in time be made the most efficient Air Service of the world. Each man has his duty to perform. It has been clearly defined and he knows what it is. And if we desire, as all of us do, to go back to our homes, go back and pick up the thread of life as we left it, we must not forget for a moment that our returning is dependent upon our doing that to which we have been assigned. And the better that task is performed the sooner will our "going back" be realized.

Remember that the cause for which we came here is, in the opinion of our leaders, to be justified by the progress and ultimate successes of the Air Service and we have simply got to "make good."

SPEND CONSISTENTLY

BUSINESS is business the world over. Americans are, in every foreign country supposed to be rich. The average American soldier, who

has missed the —less days inaugurated since leaving America for foreign soil, does not appreciate the necessity of more conservation, even with a spending allowance. This average soldier, after deducting his allotments and insurances, figures on spending the balance of his salary purely for the pleasure of "spending."

American like, he lays down his bill for an article and awaits his change (if any) without asking the price. Price raising is not dishonest or a graft; it is only the human element and the first principle of "Business is Business."

The merchant must not be blamed if the individual will stand the toll. Reckless spending by the Americans are bringing higher prices. Field service men who travel to parts not yet habitated by the American Army will tell one readily that prices in the village of I— are much higher than other villages unknown to Americans.

Don't blame the town or the merchants. America would do the same thing, taking it from an individual standpoint. The authorities make laws, like non-coms., to be broken, and the blame rests on you and I that are spending our "beaucoup" francs like running water.

Let's spend—not like a tightwad—but like a consistent business man.

AIR SERVICE ON TRIAL BEFORE BIG WORLD JURY

First Men Over Here in Aviation Have the Biggest Part in Air Program

By Captain James A. Buchanan, U. S. R.

Editor's Note:—James A. Buchanan, officer in charge of an Air Service training field, one of the pioneer writers on the subject of Aviation, and from the early days of the heavier-than-air machines up to the present time, has written many articles on the subject of Aviation.

A newspaper man of 25 years experience, he has worked on the leading newspapers throughout the United States and has visited China, Japan, Russia and the Continent.

Many years ago he was drill master of the President's Troop, and served 4 years in the cavalry, leaving the service to engage in the newspaper business. Just previous to re-entering the army he was president and owner of the Pan-Pacific Press Association and was vice-president of the International Press Congress, also was a member of the International Jury of Award at the San Francisco Exposition. Later he wrote a history of that world famous event. He has received decorations from two countries.

The Captain has a son in the regular army who enlisted in 1914 and who has been commended in General Orders for distinguished bravery.

The Air Service is on trial before the greatest jury of the world, i. e.: the American public, and it behooves each one of us to perform the task allotted in the most workmanship manner. Occasionally one hears a grinch sitting over in the corner nursing an imaginary wrong, and muttering that he did not come into the war to do this or that—that he joined the army to fight and that that he thinks his place is at the front. Nine times out of ten, place the man in the danger zone and he would tell you how much more service he could render to his country by being back at some Center or in the United States. Whenever the feeling comes over you that you have not got just what you wanted and just what you ought to have, remember that there are other men just as anxious to be up to the front as you are; that there are thousands of just as brave men in the United States anxious to come to France. When you feel like this just look back over your work of the day before and see how much you have really done to help men condition themselves for actual combat. Stop

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U. S. AIR FLEET INCREASES TEN-FOLD IN YEAR

Meagre Outlay in Beginning Rapidly Expanded Under Well Laid Plans

By Captain K. G. Pulliam, Jr.
J. M. A., S. C., U. S. A.

Editor's Note:—Capt. K. G. Pulliam, Jr., is among the pioneers of America's Air Pilots. He was commissioned in September, 1915, took active part in the Mexican Expedition as an officer of the Signal Corps and during that time was transferred to the Aviation Section of the Corps. He was detailed to San Diego for training; completed his J. M. A. instruction and was retained as lecturer and instructor of flying and aerodynamics. It was in the fall of 1917 that he left the States for foreign soil in command of the 135th Aero Squadron. He is now Commanding Officer of a Training Field and Commanding Officer of the 21st Aero Service Squadron.

To try to cover, in one article, the development of Military Aviation in the forces of the United States would closely resemble trying to condense the History of the World in a pocket edition booklet.

In the development of aviation so many subordinate industries have necessarily been developed and enlarged that the increase of the Air Forces has presented one of the principal problems in the industrial preparedness of the U. S.

Starting with our meagre outlay of about a dozen available planes at the time of the Mexican Expedition in 1916 and following the development of both the mechanical and personnel arms of the Air Service the entire subject presents one of the most convincing examples of what America has had to overcome in changing her clothing from cloth to steel.

In 1916 there were approximately 40 military fliers in America. Raw material was plentiful and the educational qualifications, physical condition and willingness of that material were unequalled in any country of the world. But education was necessary, and education in aviation, to the average civilian, is a long and seemingly very expensive proposition. When it is taken into consideration that the approximate cost of training is one dollar and fifty cents for every minute the pupil has in the air it is no wonder that huge appropriations of money were necessary to train the personnel of America's prospective air fleet.

Training fields had to be built and the necessary large expanses of open country either leased or purchased. Training machines had to be contracted for, built and delivered. Applicants for flying commissions had to be received, examined and assigned and competent instructors had to be either trained for the work or combed from the civilian fliers of the country before actual training of the flying personnel could be started.

Try to imagine what would happen to a private business corporation in the United States if, in a few short months, its business was increased tenfold and the number of its employees increased proportionately. That is practically what happened to the Government, and it has only been through great labor and expense, co-ordination of purpose and at the expense of many mistakes that aviation has reached in America the stage of advancement it holds today.

With the exception of a few delicate instrumental mechanisms there is no structure built by man today that must be as fine in construction, as correct in detail and yet so strong as the aeroplane. Extreme lightness must be combined with rigidity, flexibility and strength, and the designer must take into consideration for what purpose that particular type of plane is intended.

An airplane designed for speed alone sacrifices ability to climb rapidly, and vice versa. A plane designed for bombing will carry great weights with loss of speed and maneuverability, while one intended for air combat is even limited in its length of flight because of its inability to carry a great amount of weighty gasoline.

The design of airplanes necessary to cover the many phases of warfare has, necessarily, been studied thoroughly by designers in Europe for several years, while the American designers have de-



PRINTER: EMBOSS THIS ON HARD TACK

Sgt. Thomas T. Gillen, Signal Corps Aviation School, Belleville, Ill., requests that the foreign edition of the PLANE NEWS be printed on shingles or galvanized sheeting so as not to wear out too quickly.

DAME RUMOR AT THE SHRINE

The Supply Sergeant of the 13th, a Sgt. Henck, is another victim of Dame Rumor. She slipped it to him all non-comprehensives above the grade of common sergeants, were to fly. He quit his job and went to swinging props. Let the asbestos drop here and his soul rest in peace. It was all a vampire frame-up. Henck is again swapping socks and stalling the boys off about summer unions.

SOUNDS LIKE A HOP-HEAD STORY

A cadet asserts that as he flew over a brewery recently his motor began skipping.

PUT IT IN THE HANGAR

Lieut. Wynn, 802nd, receives notice by cable he is the father of a new recruit. Assigned to Aviation Section. Safe landing. Dad gave blow-out and performed virees.

PUT THIS UP FOR TEST

Another poor fish is the S. O. S. bird that refuses to hammer down a nail in his shoe as he is so eager in his thought of doing his bit and making sacrifices for the p-poor boys in the trenches.

TEN DAYS TO PAY DAY

An M. S. E. made the rash assertion he was going out in the barracks and would not return until he had borrowed two francs. The Mess Sarg. issued him four days rations.

AH, HA, PEN HOGMIRE, I HAVE THEM PAPERS

A gink by the name of Hamilton, 23rd Engineers, has found a Signal Corps buck private's coat. Same contains six letters addressed to "My Darling Aviator." Pay for this ad and get the coat or the lad with the red and white hat cord writes to the petite babie.

GIVE 'EM THE CONCRETE BALLOON

A Post Exchange in Texas (see geography—part of America) has sent a refund check of two dollars to McPherson, of the 21st, for an overcharge on canteen checks. Truth is stranger than moving pictures.

HEY, BOY! FILE WITH ARMY CONTRACTORS

The following is from a Southern weekly newspaper. If it's not dishing out patriotism at so much per, we'll slide-slip from here to Mudtown, Ind.:

"W. A. Robinson stated at a meeting of the citizens Monday that he had five thousand dollars which he would loan for the purchase of Liberty Bonds at 6 per cent."

RIPPLING RHYMES OF A REARIN' ROOKIE

From Sergeant to Private is quite a fall,
But that's what to expect when you're hitting the ball.
The Adj. smiles and says "bring him here,"
And there sits the C. O. and you tremble with fear.
You swear and take oath to never do it again,
But the first chance you get you're back on the train.
Then you meet an old pal who's beat the guard line,
So you hit the high places 'till after train time.

Your head is all dizzy; you're so sick you can't see,
But you look for a room to duck the M. P.
The next day you're sorry you've been A. W. O. L.,
And then through your mind flashes: "Oh! What the H—!"
So you think of a story to cover your track—
If you told the real truth it would spell Cognac.
—McFARLAND, 139th.

IF FATHER COULD ONLY HEAR ME

Lieut. Quentin Roosevelt (at 37th banquet): "Don't let this get any further or I will lose my reputation. I am going to say something no other Roosevelt ever said; I am not prepared to make a speech."

TO SEND MONEY HOME

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TRIBUTE TO COL. R. C. BOLLING, KILLED IN BATTLE IN FRANCE

The following resolution was passed at a meeting of the aircraft board recently, according to the *Official Bulletin*:

"Col. Raynal C. Bolling, Signal Corps, United States Army, was killed by the enemy on a battlefield in France in the performance of his duty. Col. Bolling was a member of the Aircraft Production Board and rendered distinguished service to his country as a member of a mission to Europe to negotiate important military matters between the United States and allied Governments. His high motives, brilliant attainments and unflinching devotion rendered his work of inestimable value to his country and deepens the sense of personal loss to the members of this board.

"Be it resolved, therefore, That this statement be spread upon the minutes of the board and a copy of the same be sent to his family as a brief memorial to the brave gentleman and gallant soldier, Raynal C. Bolling, colonel, Signal Corps, United States Army, killed in action in the defense of his country in the cause of liberty among the nations of the world."

voted themselves to the development of planes for pleasure and commercial purposes. It is now necessary that the latter devote their time to the development of fighting planes alone and it is reasonable to expect many new developments to be perfected in the American Air Service.

For warfare the airplane must be designed to withstand all sorts of unexpected stresses, for in acrobacy, so necessary in air fighting, the stresses are continually changing in position, direction and magnitude. It is difficult until one really flies to appreciate just what great amount of breaking force the parts of an aeroplane must stand. Plunging through the air at the great speed necessary for air fighting, every wire, strut and surface is subjected to a strain which can better be appreciated when it is understood that only a very small per cent. of the force generated supports the plane in flight.

Having glanced at one side of the question of air force development the question of weeding out of personnel must be considered. After a flier reaches a certain point in his training he

shows special adaptability for one of the many branches of war flying. If he shows a desire and ability to handle a small single-seater he is taught advanced flying in the form of formation and aerial combat. If he likes larger machines and is thought capable to handle the work, he is assigned to observation work and is instructed accordingly. If he is to be assigned to bombing work he is taught to fly the large bombing planes and is instructed in the rudiments of bomb dropping.

In this way the Air Service is fast becoming a force of specialists in which every man is assigned to work for which he is best fitted.

America, through her commercial development, has been well able to supply the vast army of mechanics, motor experts, instrument men, carpenters, metal workers and experts in the many other trades involved, and with the proper financial support it is only reasonable to expect the country in which the aeroplane was first developed to take her place at the head of all nations in aerial preparedness.

"PLAY THE GAME FOR ALL THAT IS IN YOU" ADVICE OF FIELD COMMANDER

U. S. Air Service Must Be Run on Plan of Athletic Team--Idea of Lieut. Hunt

By Lieut. E. N. Hunt, A. S. Sig. R. C.

Lieut. Hunt first became interested in flying in 1911 through close contact with many of America's first pilots and made his first solo flight in that year. In 1912 he graduated from the Moisant Aviation School at Mineola and secured an American pilot's license. He enlisted as a cadet June 20, 1917, and was commissioned in France. Lieut. Hunt is a member of the Aero Club of France.—Editor.

How many men in the Air Service are capable of doing as much for this new branch as has been done in the past year? Are there men who could do it, and remember I am now speaking of the ones that you hear on all sides saying "This should be done" or "that should be done," or "he's rotten, doesn't he know his work," etc. How many of these so called "by themselves" experts could have done it? Very few. What was there to the Air Service at the start? Practically nothing. In other words an organization has been built up in the course of one year, that, if all the facts were known would stagger you.

Take the — A. I. C. alone. It is enough to say that last fall all the flying apparatus that was here consisted of plans, and in the words of the old farmer, "Now look at the darned thing." But, (and its a big "but") this is only one of the many aviation camps.

Things are not perfect, we are all aware of that, but it was necessary that something be done to start with, and like all large organizations, those men who are not fitted for the positions they hold will be weeded out. Contrary to the general belief, pull is getting less and less in the army; due, no doubt to the cosmopolitan units the army is made up of men, who were in business before the war and who knew system and what the benefits of system are, so, does it not behoove all of us, to work with all we have in us and not waste time in "knocking"?

Speaking of wasting time. Do you attend to calls promptly? Are you at your classes on time? Are you doing all you can to help along instead of holding back? The minutes that you waste may mean hours by the time they are well along in the schedule.

Don't show indifference. Put pep into your work. Go on the principle that you like the work and are not being driven to it. We are fighting that very thing—the "being driven" idea. We are not "dumb driven cattle" but men with an idea, a principle that is to bring a lasting peace to this earth of ours. Work in with the scheme of things and drive, drive, drive! If you look at the work with a hostile attitude, as though you could not be told anything and that you did not care when you got thru, you are not only hurting yourself but your country as well.

Pay attention to instruction. The instructors that you find in the Air Service are men chosen for their ability. Listen to them! The things you miss may be the very things that you will most need. The instructors are not talking to hear themselves talk, they are trying to give you something that they know, in other words, valuable advice, which if brought into play will make you more than proficient in your duty of getting the hated Boche. Your actions now in every way are being watched, so that some day the most capable men can be picked to lead squadrons, take charge of men over the lines and for other valuable work.

Do not sneer at the man who has what you call a "bomb proof" job. His past experience in life may have been such that he is the very man needed for that job.

Put away the "sour grapes" and try a tune on the "win-the-war bugle."

Most of you men in the Air Service have at some time or other played on some athletic team and what did you find? The star was a man who played the game, fought to a finish regardless of poor leadership and said nothing. And, if your team was a winning team, you found every member pulling for each other, helping each other in every

THE SENTINEL

Watch, thy lonely vigil keep... The night is dark; the storm-king growling... Soon will come relief and sleep... Watch, thy lonely vigil keep... Ghoully though the wind is howling... Though the dark be long and deep... Let vigilance thy senses steep... For soon will come relief and sleep... Watch, thy comrades are at rest... Headless of the silence bursting... Guard them that the final test... Watch, thy comrades are at rest... Headless of the shell's grim thirsting... Finds them at their girded best... Guard them well that on the morrow... They may bring succor of sorrow... To the world. They rest... Watch, thy dreary vigil keep... Until the grayish dawn be breaking... Then will come relief and sleep... Watch, thy dreary vigil keep... Until the night of flight be waking... Endless though the moments creep... Watch, thy lonely vigil keep... Soon will come relief and sleep... Soon relief and sleep... —CLIFFORD B. CRESCENT, 469th Aero Sqn.

AIR SERVICE ON TRIAL BEFORE BIG WORLD JURY

CONTINUED FROM PAGE 2

and think whether or not you have done the best that you could for that day. Recount the happenings and see if you could not have put a little more "pep" in your work.

Those at the head of the Air Service, no doubt, have a much keener grasp of the affairs than you have and if you really want to help your country and the Allies, do that which you are told to do and do it to the best of your ability. Do not think for one moment that the work you are doing is not important; the part each man plays at any Air center is an important one—he is doing his bit to build up the big air fighting machine that is necessary for us to have in order to help win this war.

If you receive an order obey it promptly and execute the task assigned to you with promptness and despatch. See how good a soldier you can be and you will be surprised to note how quickly the time goes and how much better the service will be.

If you are on the flying list, study your plane, learn how every part of it is constructed and the work that each part has to do. If you have spare moments watch the men in the hangars. Learn how to repair a minor injury, familiarize yourself with the principles and actual working of your motor. Learn your "ship" from propeller to rudder. Get so that you can tell by the "feel" whether the plane is in proper condition or not. Have it so that when you sit in the seat it will obey instantly every direction you give it. Master your plane—do not let it master you. Follow the course of instruction laid down for you and do not get the idea that there is nothing for you to learn about flying. The aces of the air are always studying. When you get to the point that you think you are the best flier that ever happened, go out and watch a real expert and you will be surprised how little you really know about the game. Do not try unauthorized fool stunts. Good fliers do not, "hicks" do.

Let all of us, whether we be ground officers, fliers or rookies just arrived in France realize that the cause for which we are fighting is far larger and better than any of our personal ambitions or rights. Do not let us think "what do I get out of this?" Let each of us try to see how much we can give to the service. Do not waste food nor materials. Remember that the folks back home are paying the bills. Economize where economy is necessary but be prodigal in giving the best there is in you for the service.

We have been bragging long enough as to how good we are; now let's show the world that our declarations were based on facts, not fiction.

NEXT DECORATION DAY

Where They Hope To Be

- The Boche—To be in Paris. The French—To be in Alsace-Lorraine. The Army—To be in Berlin. The Chink—To be with the garbage gang. The Cadet—To be an officer. The Buck—To be a flier. The Flyer—To be a Liberty pilot. The Band—To be able to play the Marseillaise. The American—To be home... with Decorations. —LIEUT. MUNSELL.

way possible. Do the same now. Play the game. Every man for the good of the service and when the final score comes in you will be able to point with pride to "our" team and to the fact that you were one and a part of it all.

POST NEWS

ENTIRE CAMP INVITED TO "FETE SPORTIVE" SUN. JUNE 2

Major du Mesnil Issues Formal Invite to A. R. C. Ladies, Officers, Cadets and Men

A special train leaving camp at 7:30 a. m., Sunday, June 2nd will bear a vast crowd to the "Fete Sportive" given by the nearby French command.

Major du Mesnil in a letter to Major Spatz, commanding officer says:

My dear Comrade and Friend:—I wish to ask you to give me the pleasure and honor of being present at a "fete sportive," which the student-aspirants of the training center, will give next Sunday morning from 8 o'clock to 11 o'clock.

Will you also transmit this invitation to the officers, cadets and men of your command who would like to come, and whom we will make welcome with the greatest pleasure.

I also wish to ask that you transmit this invitation to the ladies of the American Red Cross, to whom in addition I send my personal invitation.

Sincerely yours, Major du Mesnil.

A. R. C. Sleeping Quarters for Late Arrivals at Nearby Town

F. S. Blake, chief of L. of C. canteens of the A. R. C. makes the announcement that at the request of Lt. George, Liaison officer, a comfortable barracks will be erected and put into operation at the nearby town for the use of officers and men arriving or departing on late trains.

BUY A TRINKET SUNDAY

A carefully selected corps of French ladies will have little trinkets on sale at the Red Cross, Sunday, June 2nd. The proceeds of the sale goes for the benefit of French prisoners in Germany. "The early bird will get the worm"

LAZY PARAGRAPHER SLIPS ON STAFF

With this issue, Sgt. Major George W. Lynn, 21st Aero Service Squadron, becomes a regular contributor of the PLANE NEWS. Sgt. Lynn is a well known paragraph writer in the Southern States, and is author of the "Manual of Army Aeronautics." He is well known to the readers of PLANE NEWS as the squibbler of Lazy Lines.

37th Banquets on Anniversary

Nearly 200 men and officers were seated in the beautifully decorated Y.M.C.A. at field 7, Wednesday night for the first anniversary banquet of the 37th squadron.

The dinner, prepared by the squadron cooks, was served in four courses, during which the jazz orchestra furnished music. After the dinner a program consisting of music and talks by squadron members and closing with a horizontal bar act and boxing matches were successfully run off.

Guests of honor were Major Spatz, Capt. Gayle, and Lieutenants Roosevelt, Snook, Kennison, Wilcox, McCreary, Rector, Neighbor, Coolidge, Davis, Moore, Wall, Repas, and McCormick and Miss Curtis, Miss Lester and Mr. Forbes of the Y.M.C.A.

Air Service Ball League

The weather man was a fan and made possible full nine-inning games after supper for the second round of the Air Service baseball league this week. Nor was his kindness for naught, for he saw some regular games.

League Standing

Table with columns: Teams, W., L., Pct., and individual player statistics for various squadrons.

ARMY TRAINED TECHNICALLY BY NOVEMBER

(CONTINUED FROM PAGE 1)

tional institutions of the country and to represent the War Department in its relations with such institutions; to administer such training in colleges and schools as may be adopted.

Little time was left for details; there was no time for the Committee to ask for an appropriation; it was a pressing problem. The attitude of the educational institutions on the subject was patriotic in the extreme, and was eager in going the limit to carrying out the plan.

Under the law, without the appropriation, there was but one way by which money could be spent on soldiers outside of equipment and pay. That was out of the Quartermaster's funds for subsistence and housing.

Training in Three Shifts

The technical courses will occupy each individual about eight hours per day in intensive training. It is understood the greater part of the instruction will be of a fundamental or primary character, to give the men some practical skill in the single underlying operations of the various trades and professions.

The plan is to train the men in three shifts of two months each—May-June, July-August and September-October. They will be sent in units, says the N. Y. Times, of not less than 100. Few units will number less than 200 or more than 2,000.

The largest number to be trained by any one institution will be the University of Texas, which will have 5,000.

Prominent Institutions Take Part

Famous and prominent institutions will take part in the gigantic training. Among them are: New York University, University of Chicago, University of Virginia, Iowa State College of Agriculture, Purdue University, University of Pittsburgh, Carnegie Institute of Technology at Pittsburgh, University of Michigan, Tufts College and Wentworth Institute of Boston, Mass.

Help to Selective Draft

The project will be of much aid in the classification of the drafted, as many volunteer to enter service in order to take advantage of the splendid training offered. Unofficially it has been stated, and is a commonly talked fact, that the school training will make the new army 60 to 70 per cent. more efficient.

PERSONAL NOTES

Pvt. Davenport, 32nd, to Cpl. Llewellyn: "How do they put the shot; with a pistol or rifle?"

The 642nd Squadron holds the record for adopting war orphans, according to word received from A. R. C. headquarters this week. They have adopted five and plan to take on another after next pay day.

Officers and cadets were shot by Sir Cupid last Sunday when a chic young lady appeared at the Y. M. C. A. wearing the "Y" uniform. They hovered about in the office until one of the ladies condescended to introduce the charming maid. In a very short time she was dated up for a month and finally had to arrange mid-morning strolls. When so many were paying court that the aisles in the "Y" were blocked, she removed her hat and exposed to their gaze Sgt. Earl Adams, 12th Squadron. He wore said borrowed costume at the 13th banquet the night before and was merely returning it.

Men in the 26th say their C. O. wants a job in A. I. C. (Anywhere Except France). So do we.

Lieut. Ogg is experiencing some of this S. O. L. stuff. He is bewailing the fact that just when he had permission and a chance to make a cross-country flight he was slated for Officer of the Day.

Pvt. Fisher was caught sitting down by the O. D. one night this week while on guard. When asked why, he said he was meditating. "Meditating over what," asked the O. D. "Oh, over a letter I received today from my girl inviting me to her wedding." Tenderhearted O. D.: "Meditate away; I probably would do the same."

Big Field in Memorial Day Meet

(CONTINUED FROM PAGE 1)

it the largest full-of-pep meet yet known in the A. E. F. The result of their efforts were obvious from the first crack of the pistol when the contest began.

Standing of Squadrons

Although it is impossible to take the standing of the squadron in detail, following is published the official standing as booked by the official clerk, Lt. Shirley:

- Group 1, 100-yard dash: 1st, Warner, 133rd; 2nd, Goinz, 802nd; 3rd, Shelby, 13th. 220-yard dash: 1st, Gumbert, 641st; 2nd, Kahl, 33rd; 3rd, Martin, 133rd. 440-yard dash: 1st, Huey, 642nd; 2nd, Stoddard, 183rd; 3rd, Davis, 25th. 1-4-mile relay: 1st, Isbell, Davis, Sams and Yassoff, 13th; 2nd, Hutchins, Gill, Kilshty and Cowdrieh, 1st Co. M. M.; 3rd, Goinz, Lowndez, Hawkins, and Orhann, 802nd. Group 2, High Jump: 1st, Meyers, 101st; 2nd, Kerstetter, 802nd; 3rd, Pitts, 1st Co. M. M. Broad Jump: 1st, Hoover, 101st; 2nd, Melster, 183rd; 3rd, Isbell, 15th. Shot Put: 1st, Ashell, 1st Co. M. M.; 2nd, Parks, 642nd; 3rd, Robertson, 641st. Three-Legged Race: 1st, Goinz, Lowndez, 802nd; 2nd, Stevens, Yond, 37th; 3rd, Bennett, Haskold, 642nd. Gun Race: 1st, 16 men, 37th; 2nd, 16 men, 13th; 3rd, 16 men, 1st Co. M. M. The-of-War: 1st, 20 men, 13th; 2nd, 20 men, 37th.

ADHERENCE TO ORDERS VITAL TO PILOTS

"Don't Try New Stunts Until You Are Told" Statement of Flying Captain

Captain Harry S. Gwynne, A. S. Sig., R. C.

Captain Harry S. Gwynne, officer in charge of an Air Service training field, is one of the youngest officers in charge of training, in point of service. He was interested in the subject of Aviation for several years, although not actively engaged in air work.

In April, 1917, he enlisted at Ft. Sill, Okla., and served as a private of infantry until August 15th. He attended the second officer's training camp and soon was commissioned as a captain of infantry. Shortly after he transferred to the Aviation Section of the Signal Corps and has been flying ever since.—Editor.

Aviation long ago passed the "flying for exhibition" stage. It seems odd that so many pilots and students are so far behind the times as not to realize this fact.

I have observed that the student who climbs out of his machine after having completed a few tours de piece and approaches the waiting students with something like this: "Did you see me lay her over in those banks?" or "these bushes fly fine; let's try a little formation when we go out for our air work," always require more time to complete the course at the field and probably are sent back for more from minor field, and rarely make good pilots. The first thing the instructor has told them is to take the turns easy, and on their air work to try wide, easy banks and to accustom themselves to the machine, yet they cannot wait for their acrobatics until they get to the acrobatic field or for their formation until they get to the formation field.

Now, the students who go through the course, do nothing or try nothing except when instructed by their monitors and make A-1 chase pilots, have this same desire to try new things with faster machines, but are able to control themselves.

The whole situation pivots right back to the old question of discipline.

Do what you are told. Don't try anything new.

Your instructor knows, or he wouldn't be there instructing, and if he wants you to try something new he will tell you to do so.

The success of an operation is dependant upon the discipline of the command and this applies in the air as well as upon the ground, and it is most important that this be acquired in the training stage. Here you may only endanger your own life and some property; at the front you may endanger an important operation and thousands of lives.

Infantry which performs brilliantly in extended order must have the highest kind of discipline, as every man is then more or less "on his own." The Air Service requires a still higher order of discipline. In the air you are always "on your own." There are many instances in this war where, contrary to orders, a pilot has left his formation because he thought he saw a wonderful opportunity, thereby bringing about the destruction of the whole group.

Our Commanding Officers are maintaining high order of discipline at the training schools, not to amuse themselves, but for the good of the schools and the good of the service, and it commands the co-operation of every officer and soldier in the Air Service.

Unlucky 13th Gets Fed-up

"Don't ask me to say anything; I can't trust my mouth open for more than two seconds at a time," said Sgt. Rogers after the 13th Squadron banquet last Saturday night, and in this statement he voiced the sentiment of everyone present at this the anniversary of the 13th one year as a squadron.

Pvt. James P. Sullivan as toastmaster kept the men in an uproar and those taking part in the evenings entertainment were none the less successful.

Lt. C. E. Trowbridge, a former commanding officer, Lt. L. Y. Osterlund and Lt. F. E. Clark, who crossed the Atlantic with the squadron, were the guests of honor.