

## WHEN ARE WE GOING HOME?

### Depends Upon Amount of Flying Days and Preparing Planes For Shipment

The much discussed, ever present, question of possible dates of embarkation of the remaining squadrons and personnel at this center is asked the PLANE NEWS continually. As a matter of fact, we have had as many inquiries in this direction as we have had about our Souvenir Edition since we first announced it, and that is going some.

We have to our utmost to furnish you with the news and we hope you will. We will admit that we have fallen down on this assignment. It is practically impossible to give you the exact information. There are so many factors entering it all that it is impossible to secure it from even higher authorities. Not that we have not tried. As soon as we get the news we will tell you; in the meantime, please be patient.

We can tell you this much: You all know how many more students there are here to train; it has been determined to complete their training, and with favorable weather that will require but a few flying days—two weeks at the utmost. After that there is but one other task to complete, that of boxing the planes to be shipped, and this is being taken care of rapidly now. It all depends on the men themselves and the necessary lumber. By the time of the completion of this work the question of available transportation will be simplified. Figure it out yourself; it looks very encouraging to us.

It is not our object here to furnish you a camouflaged editorial in the form of news, but we think that this is an opportune time to comment on the continued good conduct of the men in spite of their prospects. Keep it up. You have soldiered many weary months and have kept a wonderfully clean slate. You have been proud to wear the uniform of the army in which you have served; that uniform commands as much respect as the flag of our country—they are synonymous. Do not relax and forget that you still wear that uniform during the balance of your stay in France, which is limited. Maintain the good impressions you have made on the natives.

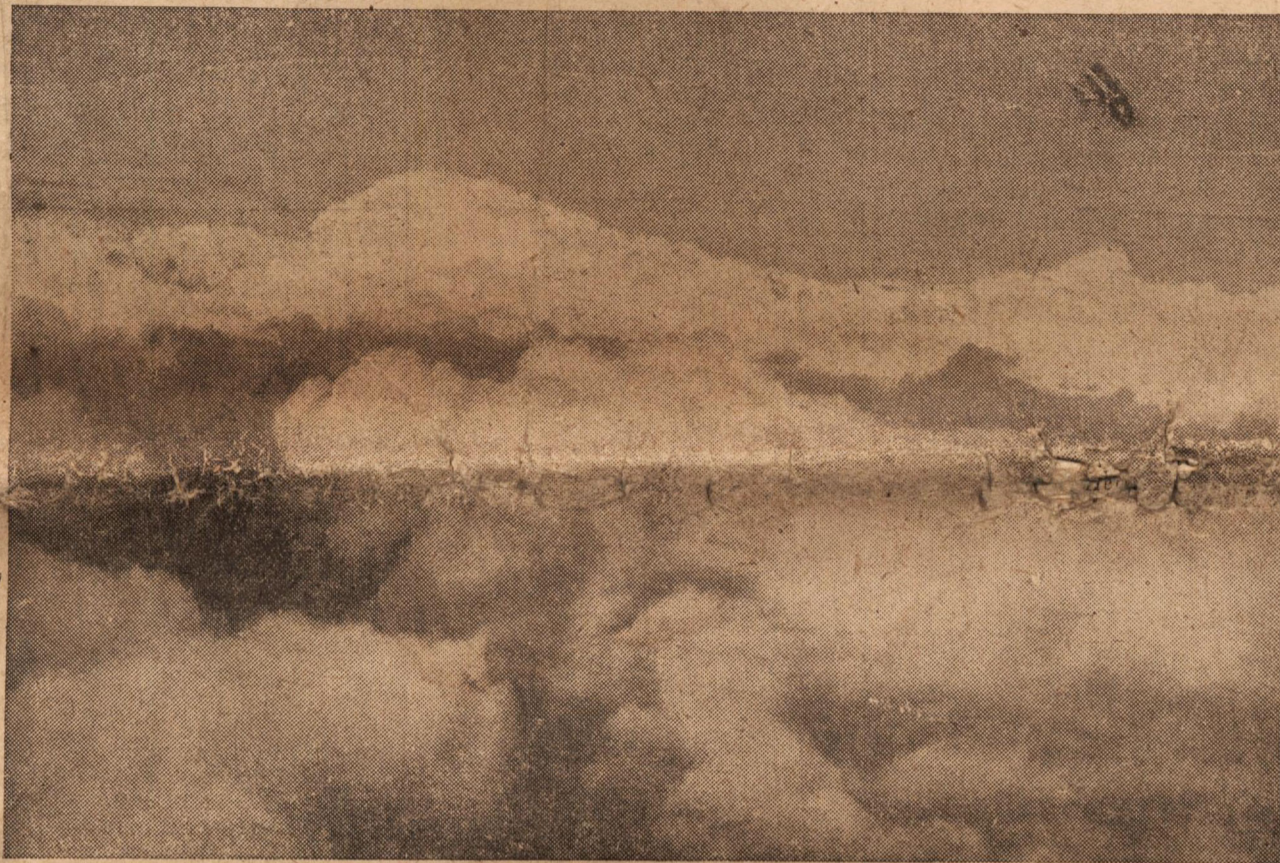
One consolation is that there are others who are not as favorably located as we are, and we would you like to be enacting the "Watch on the Rhine" where the restrictions are necessarily more stringent than they are here? You would be fed up sooner up there than you can be here, where there is always something going on to occupy you.

A word further: On your way home do not fail to remember the wonderful record set by the Air Service; let them know that you are connected with that service; leave a good impression wherever you go, even to the date of mustering out in the good old U. S. A. Remember that the eyes of the world are on aviation, the future leading industry of the world, which you have helped to build, develop and maintain, and which you will follow, in one way or another, until the close of your time.

## Plane News to Continue

Another question which has been asked us on numerous occasions is, "How long is the PLANE NEWS going to run?" To be frank with you, we do not know. It may be two weeks, a month, or longer. It is so closely connected with the history of the post that it will operate as long as there are troops here. As soon as we get the dope when are we going home we will announce our final issue, but not until then.

## CAUGHT ABOVE A SEA OF CLOUDS



## Resumé of Work of Various Departments of 3rd A. I. C.

### Word Picture Together With Illustrations Give But Small Idea of Operation of This Vast Center--The Show Place of the A. E. F.

The Issoudun flying field, largest of the war flying fields, originating in the necessity for producing pilots for the American Army, sprang up into being in October, 1917, and within one year had made of itself the foremost pilot factory of aviation history.

This school, starting under the tuition of French officers, whose pupils so quickly absorbed their flying instructions that they very quickly became the moniteurs of enlarged classes of the future war aviators. It had immense difficulties to contend with in starting; the mud was deep, for it rained incessantly; material was difficult to get, lack of co-operation through misunderstanding adding to the difficulties, and lack of proper housing and accommodations for the pilots of the field, the thought entailed hardships on them, did not discourage or deter them for an instant, as the achievement has shown.

### Post Headquarters

The Post Headquarters comprises the main executive head of the post, and from this office all orders for the post's government emanate. All departments and fields are under the central government of the headquarters, as represented in the Commanding Officer, and this department can be said to never be finished while there is a soldier left.

### Training Department

The Training Department has been the hub of all instruction, the head center of the flying game, and radiating from this hub there have been operated actively ten different fields, taking the student up through a graded course of instruction until he is ready for the front.

Aerial gunnery was taught in three parts: in the class room, intermediate practice on the range, and advanced gunnery, mostly in the air.

Field 1—Rouleur field: Students learned to run the plane on the ground.

Field 2—Double control: Students flew with an instructor, learning to handle the machine.

Field 3—Solo flying: Student learned to fly by himself, while students with

previous training are taught cross-country flights.

Field 9: Students learned motors, air work, landings and spirals on a smaller and faster machine.

Field 5: Students who had been chosen for chasse work, here learned air work, landings, vrilles or spins, spirals, acrobacy (virages, renversements, wing slips). His work on this field decided a pilot's career as to whether he became a pursuit, observation or bombing pilot.

Field 7: Formation flying taught, also night pursuit flying, including landings, air work, lights and signalling and combat work.

Field 8: Aerial combat for single engine machines, including solo flying, acrobacy, evasive work, spirals, gun work, theory and practice with camera gun.

Field 14: Aerial fire, consisted in shooting with machine guns from the air.

Field 12: Avro instruction, along the lines of Gosport System for pilots of larger type machines used in bombing and army corps work.

Field 10: Corps and army work for observation pilots and D. H.-4 instruction.

The above is what was taught in the courses at this school. The Training Department was the headquarters of these fields, where records were kept of all flying, status, progress, ability and everything pertaining to the making of pilots and from which office they were sent to duty at the front, to other schools or to instruct other pilots.

### Meteorological Department

This department has been of invaluable service to the training of pilots. Surface wind direction and speed were telephoned to flying fields twice daily. Soundings were also taken twice daily and the wind speed and direction to an altitude of 5000 meters telephoned to fields 5, 7, 8 and 9, and surface wind speed and direction telephoned to fields 1, 2 and 3. Copies of these reports were sent to the Training Department and

Commanding Officer of post daily, and a report of the previous day's weather. This information has been of special value to pilots.

### Test Department

This department is a very important factor in the A. E. F., inasmuch as every plane in use has to pass the rigid inspection of their testers.

The testers of this department have to be exceptional flying men and have a thorough knowledge of airplanes, fly all new and repaired planes to see if they are safe and in all respects come up to the requirements for first class flying.

The tester very carefully examines each machine, going over its parts to see if they are in good condition, and by putting it through the severest test of acrobatics possible, and consequently every tester must be a man of unusual flying ability, a thorough mechanic, keen judgment, cool and resourceful, and must possess the "flying instinct" with no fear in the air, knowing both the theory and practice of air work and air machines to the highest degree.

All these testers have been drawn from this School of Flying and to their special work and ability is due much credit for the excellence of the work and the success of pilot production at this center.

### Engineering Department

This department, one of the most important of the departments of this center, has done some very valuable and indispensable work. Within its jurisdiction are the Motor Repair and Machine Shops, Airplane Repair, Blacksmith, Vulcanizing Plant, Carpenter, Stock, Tool and Transportation Shops. All construction work on the various fields have been performed by the Engineering forces, and the roads built and repaired, new fields surveyed and opened for the schools to operate in.

The greatest of difficulties have had to be contended with in obtaining the raw materials to work with, and in its

## GEN. PATRICK HIGHLY PLEASSED

### Visit This Week Commemorated by Dedication of Souvenir Edition to Him

As an indication that our Chief of Air Service, Major General M. M. Patrick, is always interested in our activities even though our purpose of turning out pilots has ceased, his visit on Tuesday we encourage. No matter how hard he strives to do his duty, the supreme satisfaction in his authority express his appreciation of those efforts. He had a very good time, and although there were signs of demobilization having taken place, the record of efficiency that has been set is still maintained.

He expressed particular approval of the work of the personnel of the Red Cross and Y. M. C. A., whose efforts are so necessary in times like these, when the days drag into months. Also his comment on recent issues of the PLANE NEWS are particularly gratifying.

As we feel that General Patrick should have a lasting souvenir of his visit, it is an honor and a pleasure to dedicate this issue to him.

### Lt. T. N. Joyce Breaks World's Loop Record

Lieut. "Happy" Joyce of our Testing Department broke the world's record on Friday afternoon, executing 300 consecutive loops in 66 minutes. Record is double that of the record made in the U. S. Using a Morane monoplane with 120-h. p. LeRhône motor, he flew at an average of 2000 feet; time included taking off and landing. Lack of gas forced him to land, doing so with a dead stick. 24 1-2 minutes required for the 1st hundred loops, 20 1-2 minutes for the second hundred and 20 minutes for the third hundred. He landed just as fresh as when he started. Each loop was perfect, not hesitating on any of them. The field was circled seven times.

It is the first time a looping record has been made with a scout plane. No altitude was lost in making loops. All former records have been made by starting at high altitudes, previous record of 151 loops starting at 8000 feet and finishing at 1000 feet.

personnel it had to instruct many untrained men to become proficient in the peculiar work they had to perform.

Coming within the scope of this department is the repair of all airplane engines, the repair of all parts of planes in service, and the repair of all particular uses, and the repair of all departments—Motor Repair, Machine Shops, Airplane Repair and other tributary shops, all of which had the utmost difficulty in obtaining either manufactured parts for machinery or the raw material to make them, and through these causes the activities of these branches of the Engineering Department have at times almost been held up, but by great ingenuity all these difficulties have been overcome.

Improvements, sanitary sewer system, incinerators, and the plans for all buildings, works and construction have been originated and put through from this department and correct records kept of same.

### Motor Repair and Machine Shops

These shops are the most perfect of their kind, and embrace many kinds of metal work and repairs.

Every airplane engine has been overhauled after about fifty hours of flying, examined, necessary repairs or new parts substituted, re-assembled tested.

The output of one fair sample week was 119 motors complete, made up of 110 LeRhône motors, 8 Liberties and 1 Hispano-Suiza, and in one sample day 28 motors were turned out of the shops.

# Plane News

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

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"All For One Aim—One Aim For All"

## THE TRUTH WILL OUT!

HOW amusing—if not disgusting—it must be for an aviator who has been in France any length of time, or especially one who has seen service over the lines, to read the pages of unadulterated bunk pertaining to the Air Service, which the fiction and technical magazines are presenting to their readers daily! The American public, we fear, has been so fed up on this favorite brand of "soft soap" that the prevalent opinion is that the German Army never did have an Air Service, or at least that it never had an airplane that could stand a ghost of a breeze in the ships manufactured by the Allied countries. Even you own American trained pilots who arrived in France shortly before the armistice was signed, sincerely believed that all they were to take a few flights in a Nieuport.

CONTEST. "I"ward Berlin, and literally knock a man for a loop ever they might happen to meet him.

Isn't it remarkable, then, how quickly the attitude of the flyer changes, once he locks horns with a Boche aviator, or has a heart to heart talk with a fellow birdman who has been in the thickest of things when one side or the other was staging a big drive? True, he was truthfully told that frequently the enemy craft was overwhelmed and wiped out of a certain sector, but on the other hand he also learned that during the course of the war and up until hostilities ceased, the supremacy of the air shifted from one side to the other.

The PLANE NEWS was particularly pleased, therefore, to receive an article on the Fokker Biplane in its story contest, which is published in this issue, and which was written by a pilot who has seen months of active warfare in the air. While the writer wishes it distinctly understood that the ideas expressed and the conclusions reached are strictly his own, we have heard so many other aviators, fresh from the front, tell exactly the same story that we do not hesitate to accept it as gospel truth.

The facts concerning the Fokker Biplane and its possibilities, is no reflection on the Allied Air Service. On the contrary, the fact that our aviators were one of the important factors in bringing the bloody struggle to a glorious end, stands out as a shining monument in recognition of the skill and dash of the personnel of our fliers. Their accomplishments were not made possible because of any advantage in the construction of the ships which they flew; indeed, as the writer of the article referred to above clearly states, they were sometimes handicapped because the Boche could maneuver in some ways more quickly.

In conclusion, we believe that it is high time that the magazines back home stopped kidding themselves and the public about the Air Service. If they do not they will stand out as the laughable stock of the world when the true history of the war is written by unbiased historians.

## PASSING THE BUCK!

ONE of the greatest lessons the War has taught us has been the cutting of government red tape. Only those of us who have handled the buck can appreciate the wonderful strides taken in the plenty of red tape, correspondence and other routine. Only those who have seen the knocking. This is but one of the many things which the War has forced on us. Before the War those of us who were ordinary laymen gazed in awe at the wonderful intricacies of the Army and Government's methods of doing things and what marvelous minds it required to conceive and fathom it all. We looked upon the army folks with almost unholly rapture treating them with reverent respect, not daring to suggest. However, time is the essence in War, as well as other things, and the army folks turned around and adopted all those practicable short cuts that would tend toward success thus showing that they were human as well as others.

If a good idea was brought forward it was not pigeon-holed. If it had merit it was given encouragement. Of course, there has been a gradual change, for one cannot break down a vast machine and build up another in a day. The whole system was expanded and brought up to date, which might have taken years in the course of usual events. Initiative has been shown in every field, until a complete revision of army regulations has virtually taken place. Business methods combined with army routine has made us successful in these vast undertakings.

The Air Service has given many examples of what business methods adapted to the Army can do. Aviation was a new game, even for the Army. Business men who were in the service had an opportunity to play their part and when one looks over the vast institutions and the rapidity with which they were constructed and put into operation it is proof that the red tape was cut. Let us consider that this has been one of the fruits of War, which is the only business in the world where you have to quit after making a success of it.

## PLEASE ACCEPT OUR THANKS

The trials and tribulations which accompany every effort to publish a newspaper, no matter how small it may be can only be appreciated by a practical printer or newspaper man.

Therefore, we were not surprised when week after week, as the editions of the PLANE NEWS came off the press, improving with each issue, there was nothing more than casual praise given by its readers. There were some, however, who marveled at the quality and large number of cuts used, and the character of the news which brightened its pages, notwithstanding that an army post almost ranks nil when it comes to producing reading matter.

With reference to the accomplishments of the Mechanical Department of the PLANE NEWS, to Frederick Trouve, engraver at 80 Rue de Bondy, Paris, and Frank P. Cohick, Superintendent of the Mechanical Department of the Paris edition of the New York Herald, due credit must be given.

Mr. Trouve, one of the best known engravers in France, has never failed to step forward and pull us out of many a hole about the time we were due to go to press. Mr. Cohick has been correspondingly kind and thoughtful. Inspired by the statement, "Do not leave a stone unturned to assist the boys from America," made by the famous editor, James Gordon Bennett, who died a few months ago, Mr. Cohick during the early months of 1918 when printing paper was difficult to procure at any price, always managed to get a shipment off to Issoudun, even when the Herald hardly knew where its next day's run was coming from.

The PLANE NEWS has appreciated these favors and it takes this means of expressing its heart felt thanks.

## OH, WHERE, OH, WHERE ARE THEY?

(Paris papers please copy.)

Sincerity is the most wonderful asset one can possess. Sometimes we have suspected that it must be a virtue. We read widely advertised stories of numerous stars who have volunteered their services to entertain the boys in France.

Outside of a few workers like E. H. Sothorn, Elsie Janis, Burt Green, Irene Franklin, Mr. and Mrs. Tony Hunting, who really worked themselves to exhaustion, even going out to the forests, not required in their itineraries to entertain the wood cutters, whose existence has been one of the dreariest experiences of those over here. We fail to recall any of the widely advertised artists.

Out of the hundreds of entertainers promised, who have volunteered their services we feel that we should at least have a share of the entertainment furnished by them. In a theatrical organ published in the States we note a list of 150 names of artists, many of them stars, and we regret that we have not had the pleasure of seeing them.

We have always been unselfish and have given the boys up front the preference, but the question is have they had their share also, and if not have those who volunteered engaged and only played the big towns, staying long enough to capitalize their visits by publicity received from coming over here. We do not know who is to blame, but we feel that we are important enough not to be overlooked.

## May Become "Regulars"

The following is an excerpt from a recent General Order:

11. The War Department advises by cable that a blank form will be sent to all forces to be used by officers desiring future appointments in the Regular Army. Upon receipt of these forms, properly filled out, they will be classified and filed with a view to ordering the examination of such numbers of applicants as future legislation may provide for. There are no vacancies in the Regular Army to be filled at this time, nor is it known how many vacancies will be created, or to what grade officers may be appointed.

2. Officers holding provisional or permanent commissions in the Regular Army are not being discharged from any commission held by them, Separation from the service of such officers, when necessary, is to be by resignation.

3. Discharged officers who desire Reserve Corps appointments are to be appointed if qualified and legally eligible, appointments being made in such sections of the Reserve Corps as may be authorized by law and as their records of service warrant. Appointment will be made to same grade, not above Major, except in Medical Corps, held by appointee at time of discharge, or the grade he probably would have been promoted but for cessation of hostilities. Appointments above major are contingent upon legislation; all officers who, on account of meritorious service, are entitled to receive special consideration in appointment in the Reserve Corps should be given letters setting forth these facts, which letters they should file with their reports of discharge and applications for Reserve Corps commissions.

## THE THINKER



GRAYS ELEGY WRITTEN IN A PLOWED FIELD  
"The surfew tells the knell of parting day,  
The wrecking-crow winds slowly on the bay,  
That draws my basted hippocopton on the gray  
I'll be locked tomorrow; will I? NOPE!"

## RESULTS ARE THE THINGS THAT COUNT---KNOCKERS PLEASE NOTE

Contest Story No. 2

"Lucky the war ended when it did, for the Air Service was in for an awful roasting."

Too often has this been dinned into my ears. Too often has come an individual who fancied himself chosen by some divine fate to light upon me and regale me with tale after tale of monstrous inefficiency, counting facts and figures upon his finger ends with such rapidity and in such abundance that all I could do was but sit and gaze in open-mouthed admiration at this proof of diligence in the search for something ill to say of the Air Service. The system, the work, the procedure, the organization,—everything was at fault. There was not a single thing to be said in its favor, from his point of view. "It is a failure," he concluded, vigorously thumping his fist into the palm of his open hand. "A failure from beginning to end. And more,"—he whispered this—"Graft!"

### The Biter Bitten

Right there I nailed him. "That's about enough of that kind of stuff," I said, drily. "If you are in a position to prove that graft has been accepted by someone, to the detriment of the Air Service, it is your duty to come out and expose the guilty one. If you are merely taking for granted statements that have been made, unsubstantiated by proof, then the more fool you are. But it seems that your mind is always open to the reception of things discreditable, to the entertainment of suggestions which prove the 'knocker' on all occasions, state or otherwise. Had you spent your leisure hours looking up the achievements of the Air Service, recently born: had you spent your time observing the whole-souled co-operation given by all, commissioned and enlisted, in the service of World Democracy—though this light was hardly discernible at times through the mud of that first winter, through the sweat and blood of those who were straining every muscle to bring the realization of America's ideals to a world long staggering beneath the burden of oppression; had that spot inside of you which makes you so receptive to the pessimistic and antagonistic been open to a ray of sunshine, enabling you to see things from the true perspective, you would be one of the foremost to praise the enterprise."

I was waxing eloquent, and turned to point an accusing finger at the object of

my discourse. But he had fled! I guess he had had enough of my eloquence. Perhaps his guilty conscience; perhaps he had not understood. At any rate, he was gone!

But though I may have become over-ated to the extent of these oratorical fireworks; though I may have over-rated the calibre of my opponent gone far above his head in my enthusiasm, there is truth in every word of what is set forth above. And the unfortunate part of it all is that there are more of the same kind of men in the Army! There are men who would go out of their way to take a 'slam' at everything aerial. Happily, I may say, these are not men who had withstood the rigors of an Issoudun winter before ever existed anything resembling the tremendous field now there. Perhaps their criticism is leveled because of their inability to come over sooner; perhaps for another reason. Whatever the cause, the criticism is there, and it works a detriment to the Air Service which no amount of glorious achievement can efface. I am not for a moment putting forth the argument that we have been infallible! Far from it! We have made mistakes! But it was to be expected in an undertaking such as this! It was a branch entirely new! It was an adjunct to the military forces of the world to which little or no attention had been paid, and which had to be developed in conjunction with the mighty army which was to crush brute force forever. In the organization and development of this new arm, mistakes were bound to crop up, for it was a hurried organization and a hurried development.

But the mistakes are not for you to talk about! Were they tenfold as numerous they should be forgotten in the record of achievement which has made 'America' a household word in Europe, a household word the world over. If you can find nothing to say to the advantage of the Air Service; if you have not investigated your own branch to be familiar with the glorious deeds of your branch of the Service, then say nothing at all! But in the name of all that is fair and honorable do not repeat tales which have become exaggerated in their passage from mouth to mouth, and which had for their sources probably nothing more than the rancor and bitterness of some personal grievance.

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AN AMERICAN BANK WITH AMERICAN METHODS

## IMPORTANCE OF THE FUNCTIONING OF THIRD A. I. C. TRAINING DEPT. SHOWN

### Successful Coordination of Efforts of Fields Filled Requirements of Front

Contest Story No. 6

The work of the Training Department of the 3rd A. I. C. cannot be properly appreciated if one views it as a complete organization. It has not been a separate organization but only a small part of a great plan. The work that has been done here during the past year has been only one of the "cogs" that helped turn the machinery that won the war. Only by a great deal of cooperation were the efforts of the 3rd A. I. C. made very effective. A view of the work of the Air Service as a whole must be had before one can appreciate the part which the 3rd A. I. C. played.

#### Importance of Chief of Air Service

At the head of all the aviation work is the Chief of Air Service. The work of the Chief of Air Service is, briefly, to co-ordinate the efforts of the Air Service with the efforts of the rest of the Army. In the same way the work and size of the Air Service are determined by the methods of fighting and special needs of the rest of the army. If pilots were needed to do observation work for the artillery, the chief of Training Section was immediately notified. If night flying was made necessary by the conditions at the front, the Chief of Air Service was informed, so as to co-ordinate his efforts with those of the infantry and artillery and make them as effective as possible.

#### Training Section

The next "cog" in the plan is the Chief of Training Section. This office has the big work of seeing to the training of all the pilots that the Aviation program calls for. The success of the efforts of the fighting branches depends to a great extent upon the success that the Training Section has in turning out the required number of well trained pilots. So the Chief of Training surveys the training program as a whole and divides the work of pilot production among the different schools. The bombing school is instructed to do its best to produce a certain number of day bombers or night bombers; the Aerial Gunnery School is instructed to train a certain number of chasse pilots, for "chasse pilots" has been the specialty of our school. Of course the number of pilots required of us was determined by the facilities with which he had to work.

Thus the work of the 3rd A. I. C. was set before it. From that time on it was the part of the Training Department to see that at least the required number of pilots were produced. Only those who have labored here during the last year know how great a piece of work this was which was laid out for us. Many difficulties, too numerous to enumerate, had to be overcome. But men had to be trained. So the Training Department at post headquarters worked day and night keeping in touch with the Chief Training Section, and at the same time directing the work at the various fields.

#### Work of Training Pilots

The actual work of training pilots took place at outlying fields that were formed. Here again the necessity of co-operation was found. Each field had a special phase in the training of the pilot to care for. The Rouleur field, for instance, had to train the pilots on the "grasshoppers". The Double Control field was the second stage where the pilot had someone to help him fly the plane. Then came the Single Control and Eighteen-meter field where a smaller type of plane was flown. And so the work advanced in various stages through the school. At other fields the pilot would learn to fly the small fifteen-meter machines. Cross-county flying, acrobatics, combat and all these various stages had to be taught the pupil. At last the pupil, if successful, would graduate from the last field and be ready to leave for the Aerial Gunnery School. Here he would receive his aerial gunnery training and then depart for the front to get his Boche.

A great deal of hard work was necessary at the various fields to train all of these pilots. Part of this work was done by the moniteurs and part by the enlisted men who acted as mechanics

or did other routine work, of which there is so much to be done at a flying field.

#### Chosen from the Best

The moniteurs, and what I say of the moniteurs can be said of the testers, officers in charge of the different fields and those doing personnel work, were chosen from the very best men that passed through the school. Such officers lived a life of sacrifice in a great many ways. When a great deal of flying is being done the moniteur must put in work at early and late hours. His work is very dangerous, especially on the Double Control field. It is much more glorious to meet death while fighting than the Hun than to meet the same fate while teaching a pupil to fly. But someone must train the students. So these officers—who would much rather be winning honors at the front—did their daily routine work training other boys that they might "go up there."

The enlisted men also layed a big part in making the pilot production program a success. Extremely patient—when you consider the many circumstances with which he must put up—he went about his daily tasks. Some did the work on the motors; others merely washed planes and some had to be content with running a typewriter or doing some other detail office work. But, whatever the task, you always found him there to do his part, usually with a smile on his face. True, he was not getting the easy part, but he realized that his work was necessary as the rest.

#### Plans Laid for Even Better Work

Thus we get an idea of the "how", the "why" and the "wherefore" of the training of our pilots, who did so much to distinguish themselves and their country at the front. Now we can see why we were putting in such long hours during the past months—we can see why flying record after flying record was broken. It was only through co-ordination of efforts, co-operation, and a great many times through personal sacrifice that the Training Department was so successful in producing such a fine grade of pilots. The great things achieved with so many difficulties to overcome are only an indication of the much greater things that might have been achieved during the next year, if it had been necessary for the Training Department to continue its work. It is true that the Training Department did not do all that it would like to have done. But it did credit to itself in training "most of the best pilots that ever flew at the front."

#### Plane News Loses Part of Staff

Second Lieut. J. H. Small left last week for duty at Tours in connection with Air Service history. While he was with the PLANE NEWS for but a few weeks, he made his efforts felt in helping to maintain the reputation of the paper. It is hoped that even though he may be elsewhere we will have the pleasure of printing his interesting contributions, including some of his aviation poems.

Another sad blow was the departure of Sergeant Major Lynn who had rejoined our forces, but is now home-bound. His work is well known to PLANE NEWS patrons including his Lazy Lines and Tail Spins and it is regrettable that we cannot promise to keep a supply of his clever-compositions before our readers. Even though he promised to continue to send us some "dope", it is surmised that he is having his hands full with his squadron duties. Sergeant Devine's rhyme's will also be missed. As he is an active member of the 21st Squadron, he is probably as well occupied as Lynn.

Following the decrease in the staff an added shock was given when 2nd Lt. W. J. Gaynor, who has been associated with us, rendering valuable aid, also received his travel orders for transportation to the U. S. on Sunday last.

#### Overheard at Plane News Office

"Hey, little cigarette butt, are you 'Cigars and Snipes' representative? I want to cancel my subscription."

## BRIEF STORY OF A BIG WORK IN FRANCE

A. S. P. C. No. 2 at Romorantin  
the Biggest Plant of its Kind  
Over Here

### MODEL FACTORY CITY

The enormous aviation manufacturing plant at Romorantin is another story of mushroom growth. It sprang from nothing in the middle of January to a marvellous plant for the assembling and reconstruction of all airplanes used in the A. E. F. both at the front and in the training schools here.

The story could be best told in figures, but as they would be staggering it is almost beyond comprehension. It is in fact a model factory town with a rural setting. The site was selected due to central location both for distribution to the Z. of A. and the S. O. S. Its immense machine shops and fabricating plants, storage warehouses, hangars, balloon work shops, are all marvels of construction and convenience, covering a acre after acre. In conjunction with this there was a stupendous task in clearing and arranging the broad expanse of flying fields, building railroads, roads and ditches.

Actual production work began in the latter part of July, but several months previous to this assembly work was carried on, including work on the D. H. 4 with Liberty motor, since which time hundreds of planes have been assembled, reconstructed, and many others salvaged the spare parts being used to the greatest advantage.

Experimental work was carried on here and numerous innovations were made in rigging of planes and changes in motors. Spare parts have been manufactured right on the spot to meet emergency demands.

No lost motion has ever been evident, for the plane production has always kept up with the shipments from the States. While everything has been done under pressure this production has only been possible by working two 9-1/2 hour shifts in the shops.

Installation of armament has been only one of the many important phases of work carried on, as well as radio and camera installation.

As proof of the thoroughness in which assembly work has been necessarily carried on, the percentage of crashes in delivery, even though it has been necessary to ferry the planes over long distances, has been practically nil, none of these being fatal. Those that did occur were due to causes over which there was no control, mainly being from fog, wind and rain. Rigidity of the testing and inspection conducted before delivery has no doubt been responsible for this.

One explanation of the great amount of work accomplished by the personnel that has been available may be attributed to the perfect sanitary conditions and proper military discipline which has resulted in an unusually low percentage of venereal and other cases and necessary enforced disciplinary actions which have taken place.

To properly summarize the accomplishments of the Air Service Production Park No. 2 it is felt that the words of Lt. Col. E. V. Sumner, A. S. A., the C. O. of this vast establishment and who has ever been an inspiration to the men in his command, cover the situation very thoroughly:

"We have grown from nothing in ten short months to something of which we are all proud. We feel that silence is the watchword upon which success depends. Our main objective has been to obtain results as quickly as possible and with the least friction. We feel that we have gained that objective and that our record speaks for itself."

Considering that all of the work accomplished was under war conditions on foreign soil with labor and material shortages, multiplies everything double.

### A Square Deal on the Square A. GIRARD

Large assortment of  
Books, Stationery, Office Supplies  
and Leather Goods  
AT REASONABLE PRICES

## RICCOCHETS

By 1st LIEUT. J. H. CLAYTON  
Note: Try to Duck Them

#### Ode to the Cadets—By an Avro Instructor

Thou still untutored pilot of brave ships  
Thou wean-child of the battle's deadly roar!  
As yet unlearned in zooms, vrille turns and dips  
And those sad hours which must go before  
Of pain and travail at your mentor's hands,  
What bids you tempt fate, striving now to fly  
When those of us who linger still behind  
Are praying what just Gods there be on high  
For travel orders? Cease your wild Desire  
And throw ambition to the howling wind.

#### Not Passed by Censor

Denishawn, Los Angeles, Calif.,

Dec. 1, 1918.

My dear Lieutenant Jefferson:

Received your photograph, and esteem it an honor, after reading your testimony of your dancing, to offer you a place in my company. You are so much like my dear Teddy.

Ruth San Dennis

Listen, Jeff, we like your dancing awfully well, but we are going to build you a special floor and furnish a partner with iron clad shoes.

Drama Notes—Lieut. Jefferson starred as the Reason in the delightful tragedy entitled, "Why Miss Blank Bought, 'Blue Jays.'"

#### Depuis la Guerre

The little old Spad is covered with dust  
Where sturdy and staunch she stood  
Her linen mouldy, wiles red with rust,  
And the birds nest beneath her hood.  
She dreams of the hours when, speedy and new  
She dove on the falling Hun,  
Her pilot's nerve steady, her pilot's eye true!  
Though she's glad that the thing is done.  
She's glad that her lad with the heart of steel  
And the guts to see anything through  
Is home where no enemy circuses wheel,  
But she dreams—and her lad dreams, too.

It's easy to say we're off the flying game for good, now that we are rather fed up on the sport, but wait six months before taking the pledge.

Letting you in on a little of my private correspondence about the vamp ship: "You've named her all wrong. Whoever heard of Theda Bara wearing even as much as a coat of paint?"

To quote a question from the same letter. What is an empennage, and has Theda one? I'll bite, Has she?

The Suicide Club: The Cadet Class at Field Three.

#### Pal, Here's to You

Pal, here's to you;  
You've seen it through.  
No shot and shell  
Made hot your hell,  
But every night  
Your heart strings tight  
Played dirge, sweet, drear,  
Of pride and fear  
And gave your son,  
Your only one.  
You rode the rack!  
Thank God, he's back.  
"And if he fall  
His country's call  
Is first by far  
Than heart's calls are."  
Oh, you're true blue.  
Pal, here's to you.

#### "Take in the Teé"

A little drama in one act

Scene: The Red Cross Rest Room, around the stage  
First Stranger: See that chap over there? He has seen hands on his first solo trip—

Lycan: Hell, that's nothing. On my second solo trip I managed an outside loop. Spent a week in the Hospital from the effects of the blood rushing to my head but—

Second Stranger: As I was saying, Blank set a new loop record. 152 in succession. Poor nut!

Lycan: And the next time I went up, I looped the old crate 167 times in a row. Of course,—

Voice from back of hall—Oh, I say, who is this guy I anyway?

Chorus: That's Lycan's friend.

Situation wanted, male: Wanted position as instructor in the latest ball room steps. Capable of teaching the Kiwi Kanter, the Armistice Glide, the Issoudun Amble and other importations from the battle front. Write Cote, Plane News.

#### Owed to the Mess Fund

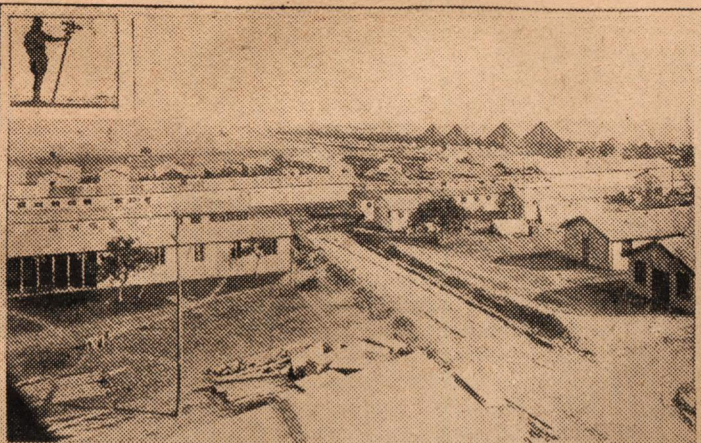
When a K. P. isn't tracking up the kitchen  
Or engaged in pulling poison in the slum  
He is much the same as any other mortal  
Though the onions put his reason on the bum;  
When the head chef isn't sleeping through first call  
Or keeping the mess sergeant on the run  
He stands high with the big boys in the mess hall.  
Oh, the topper's lot is not a happy one.

Speaking of mess halls it is rumored that curried eggs are now hard-boiled.

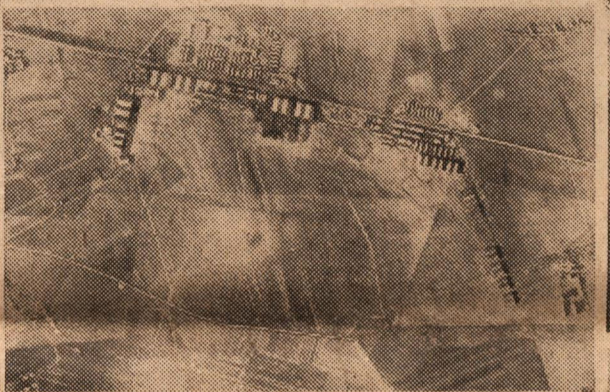
First customs inspector: What's the rate of duty on imported art?

Second customs inspector: Why?

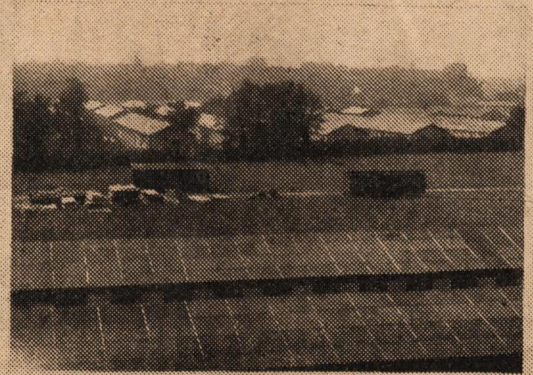
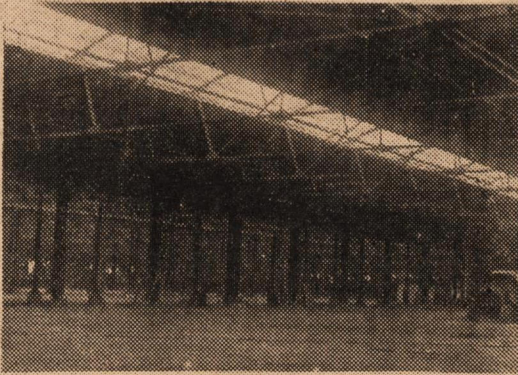
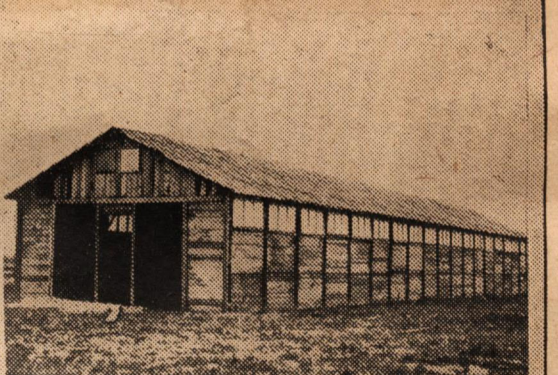
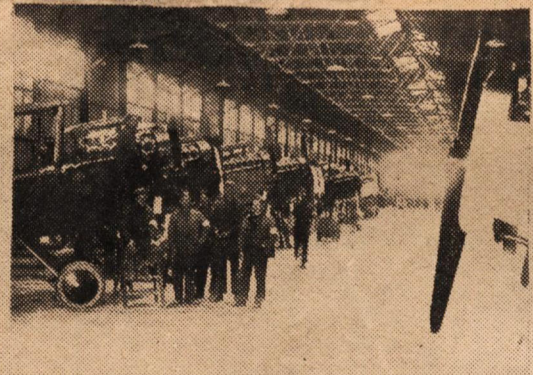
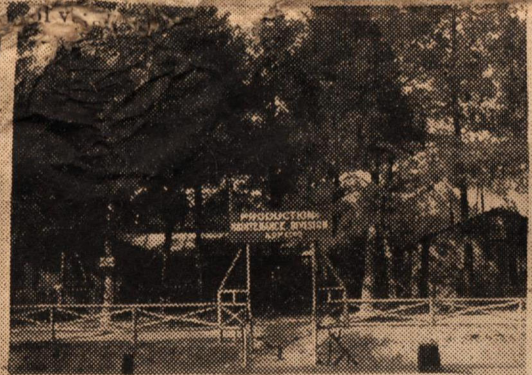
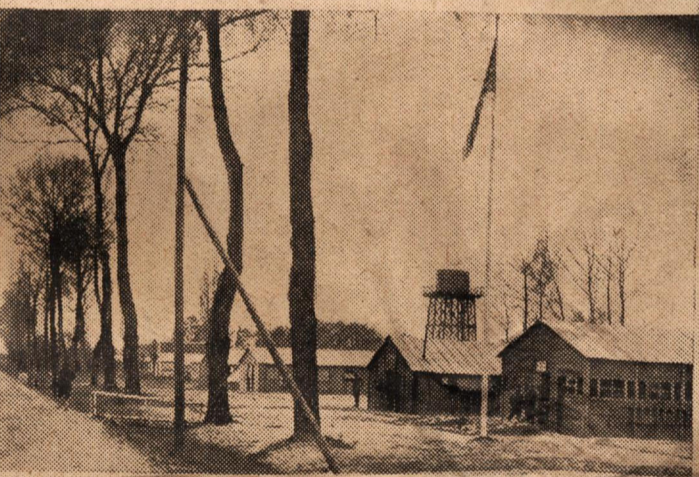
First customs inspector: I want to know what to assess the top of Major Curry's trunk.



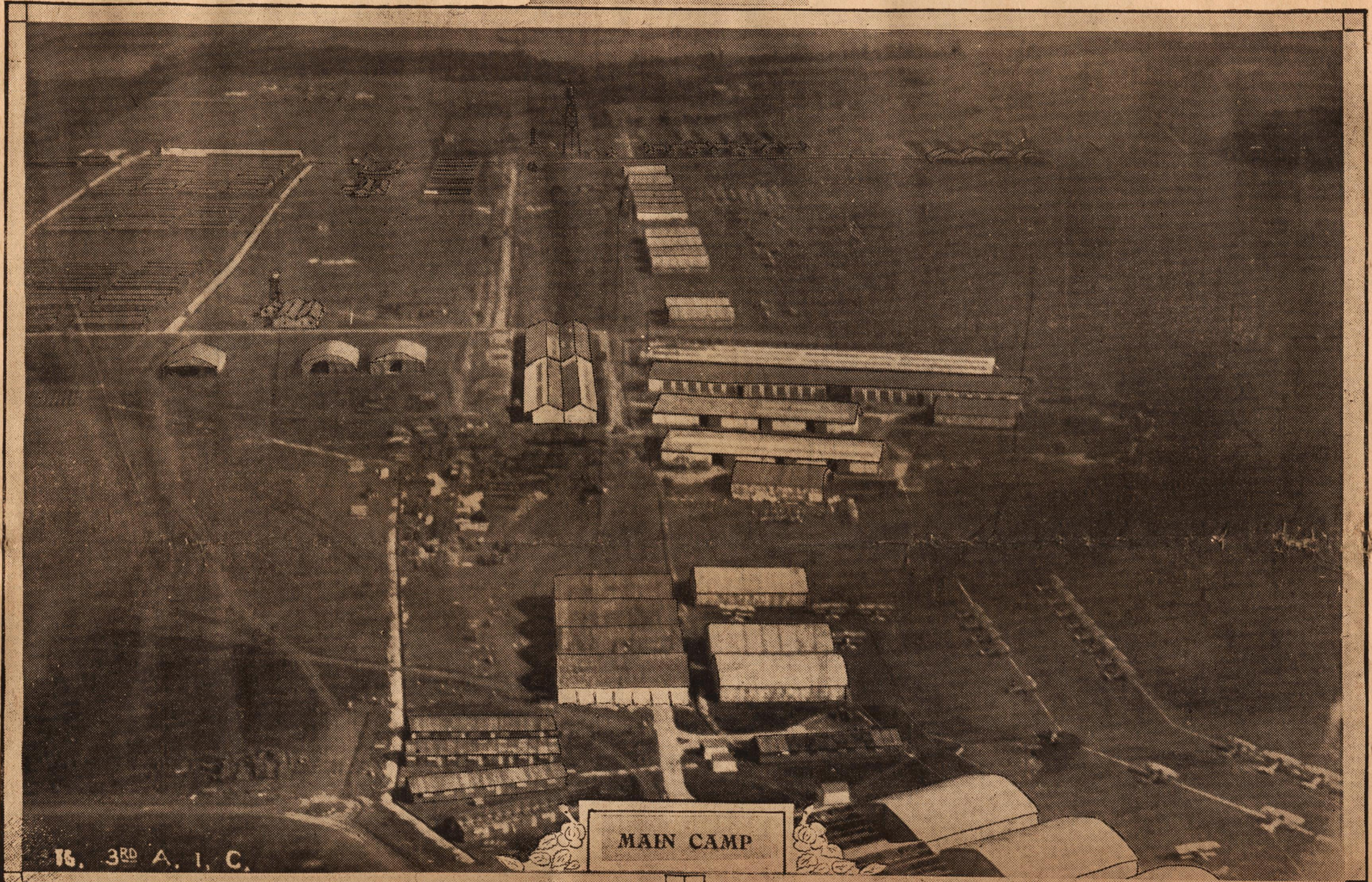
  
 A PHOTOGRAPHIC RECORD  
**SECOND AVIATION  
 INSTRUCTION CENTER**  
 A.E.F. FRANCE  
 PREPARED BY AERIAL PHOTOGRAPHY SCHOOL



**Air Service Production Center, Number 2**



ROTOGRAVURE SECTION



15. 3<sup>RD</sup> A. I. C.

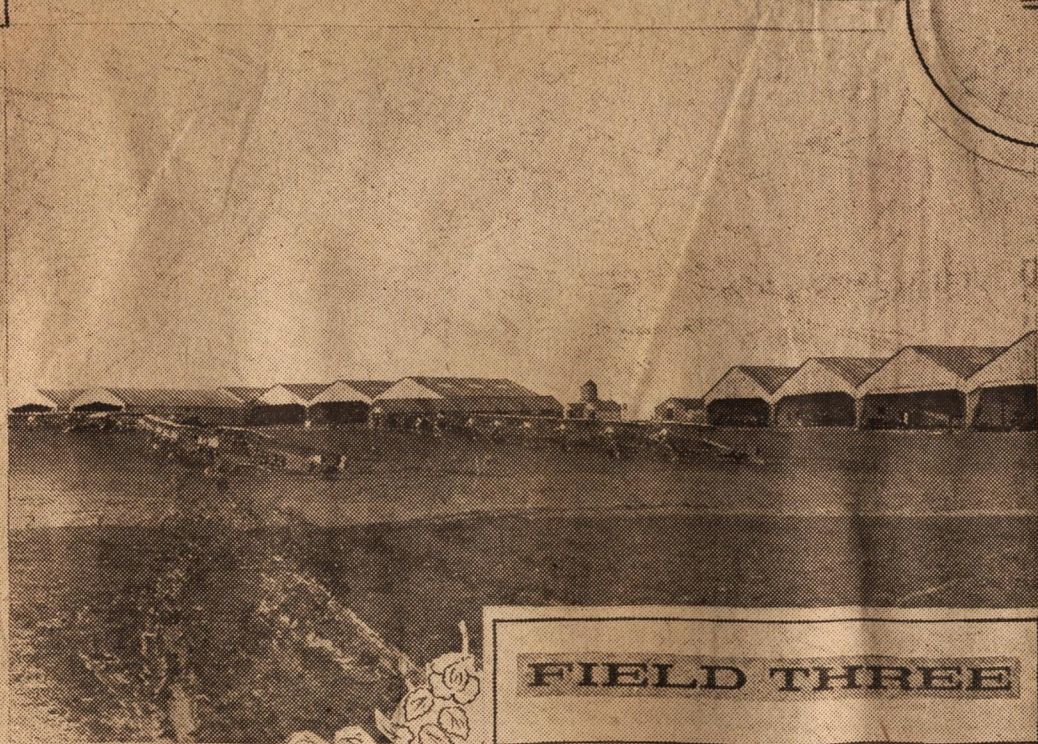
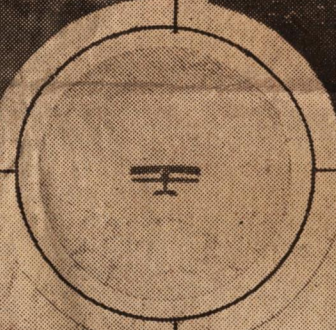
MAIN CAMP



FIELD EIGHT



FIELD SEVEN



FIELD THREE



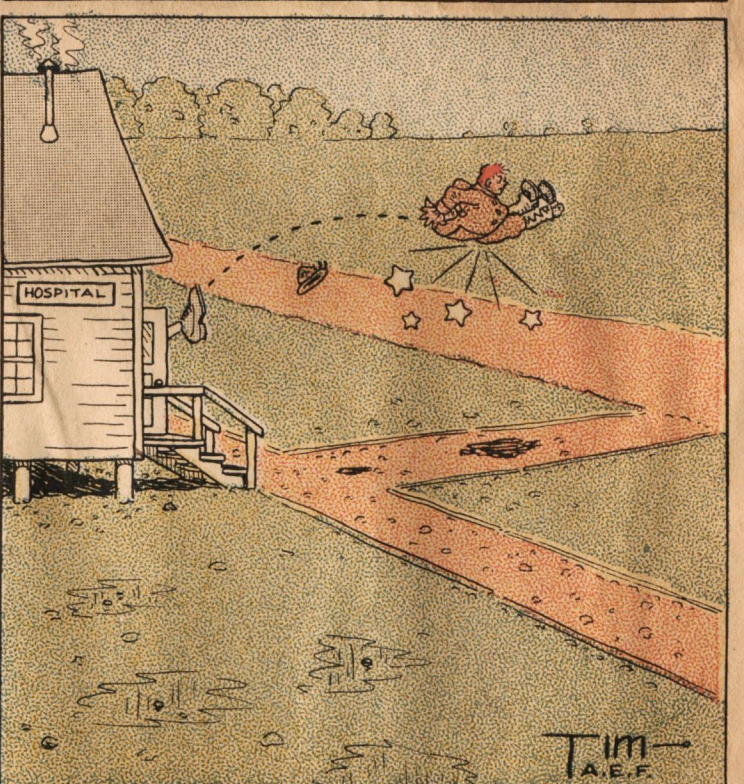
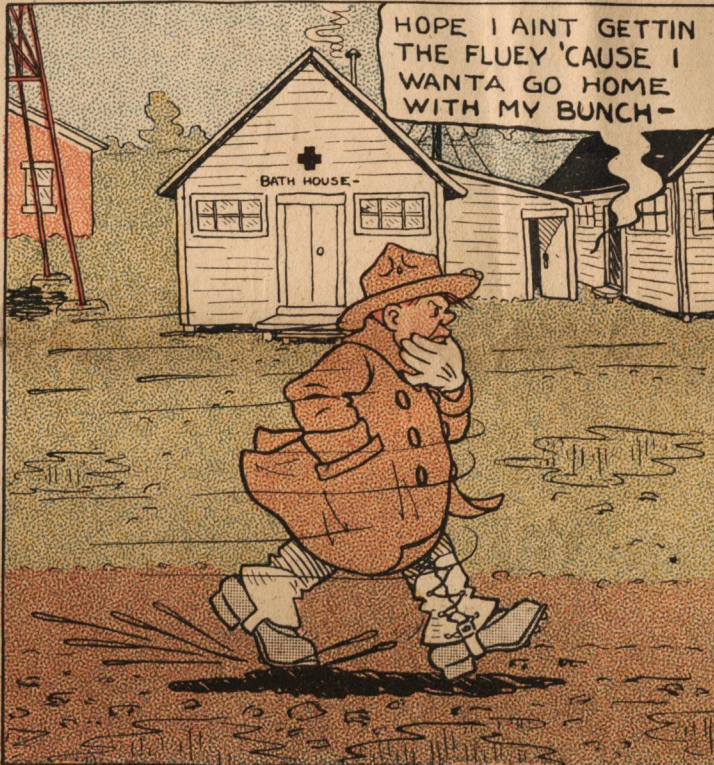
RIGHT DRESS AT FIELD FIVE



# Plane News.

## SOUVENIR EDITION-

### Private G. I. Kan



OUI! LA! LA! YOU'RE TH MOST DECORATED SHAVE TAIL I EVER FEASTED ME ORBS ON KID.

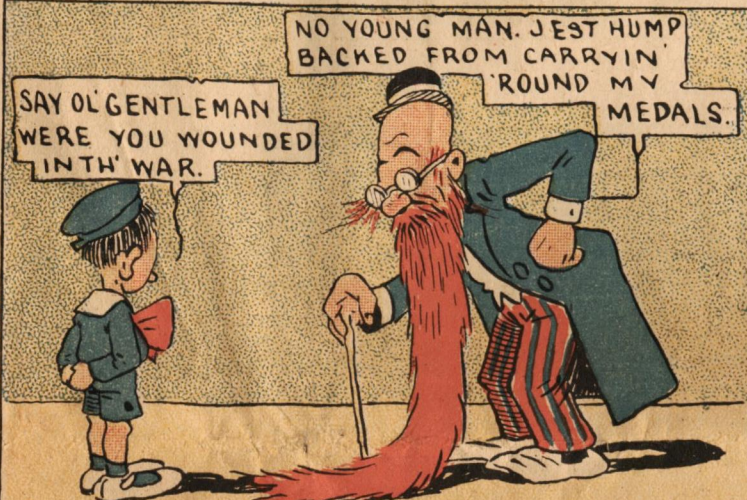


HERE GOOFY! GO GET ME SOME BON AMI 'N O SHINE UP MY MEDALS, I GOT A DATE WITH A FROG CE SOIR!

# ARMY SLANG

Plane News.

# DECORATIONS



SAY O' GENTLEMAN WERE YOU WOUNDED IN TH' WAR.

NO YOUNG MAN. JEST HUMP BACKED FROM CARRYIN' ROUND MY MEDALS.



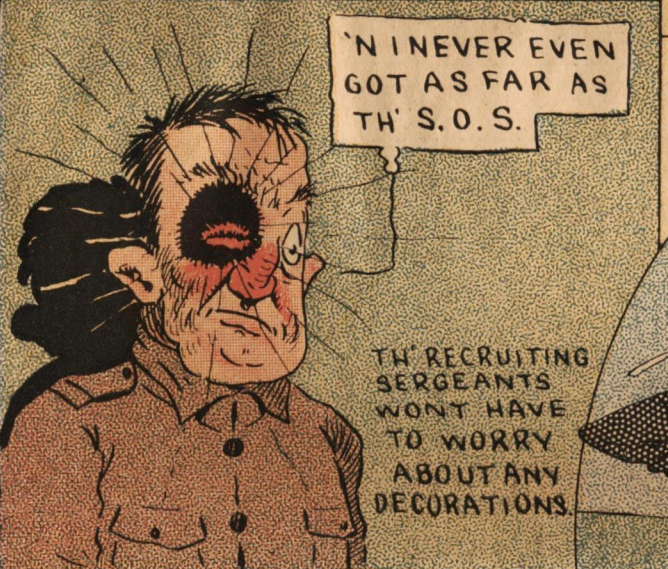
OUI MSIEUR!

GIMME A CROIX D' GUERRE WID EIGHT PALMS A D.S.C WID FIVE LEAFS A FROMAGE MILITAIR



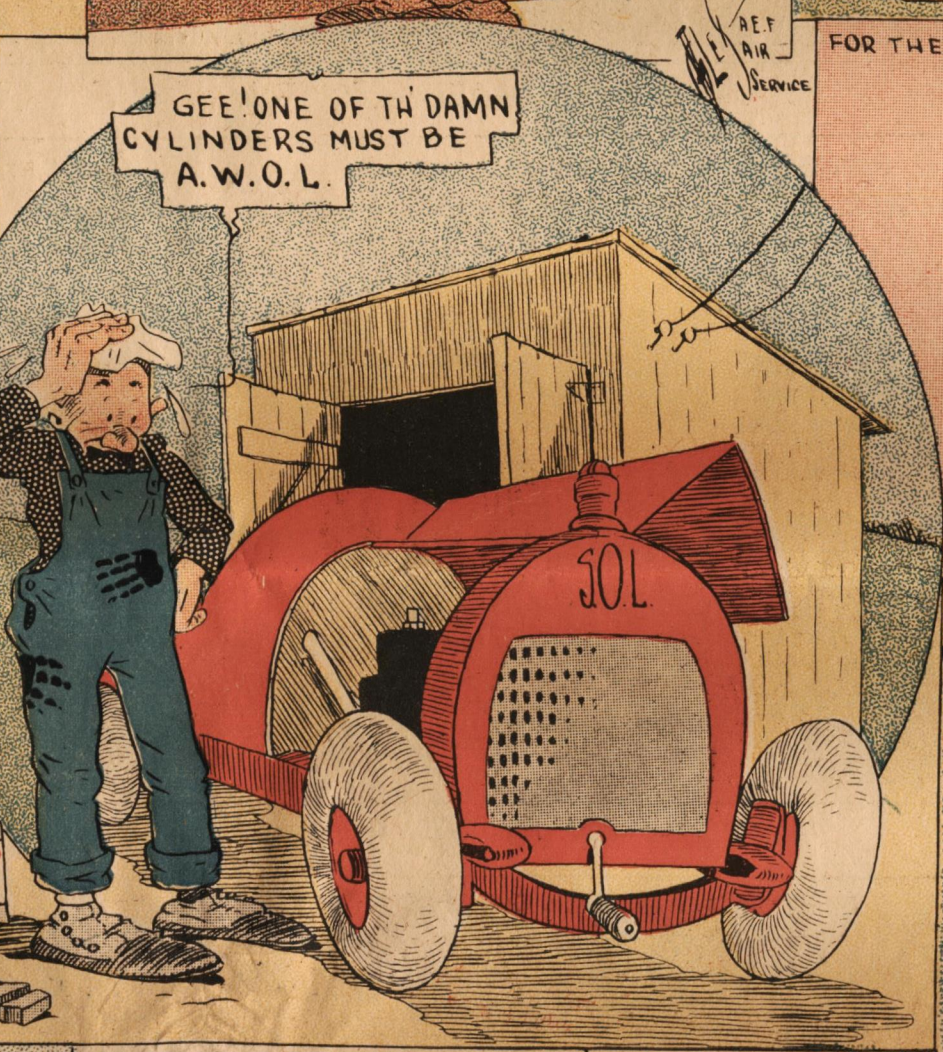
I HEARD WE WUS GOINA WEAR A'S 'N, B'S 'N, C'S 'N EVERYTHIN

GEE WE'LL GO HOME LOOKING LIKE TH CHINESE ALPHABET



'N I NEVER EVEN GOT AS FAR AS TH' S.O.S.

TH' RECRUITING SERGEANTS WONT HAVE TO WORRY ABOUT ANY DECORATIONS



GEE! ONE OF TH' DAMN CYLINDERS MUST BE A.W.O.L.



FOR THE BIRD THAT DESIGNED THE OVERSEAS CAP.



DONT YA KNOW ME DAD.

WELL YER FEET LOOK FAMILIAR!



DOG GONE! I GOT ENOUGH CLOTHES LINE HERE TA START A LAUNDRY

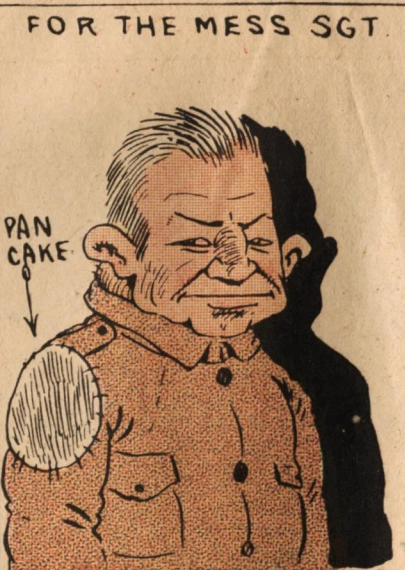


OH MY HE-ROW! YOU MUST BE RICKENBACKER R SOME OTHER 'ACE'

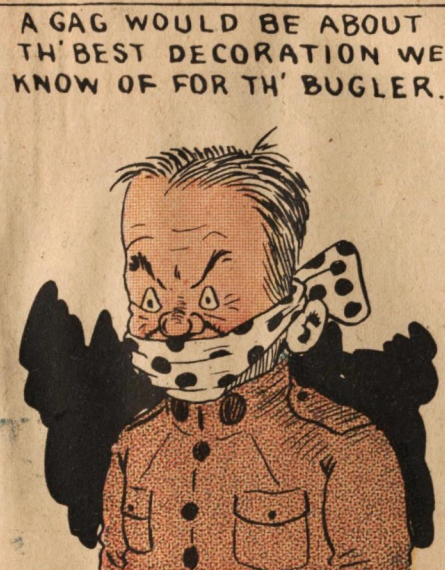
AW NO MACHERIE I WUS JEST A BUCK IN TH' ORD NANCE DEPARTMENT



FOR TH' ASSISTANT BAR TENDERS.



FOR THE MESS SGT.



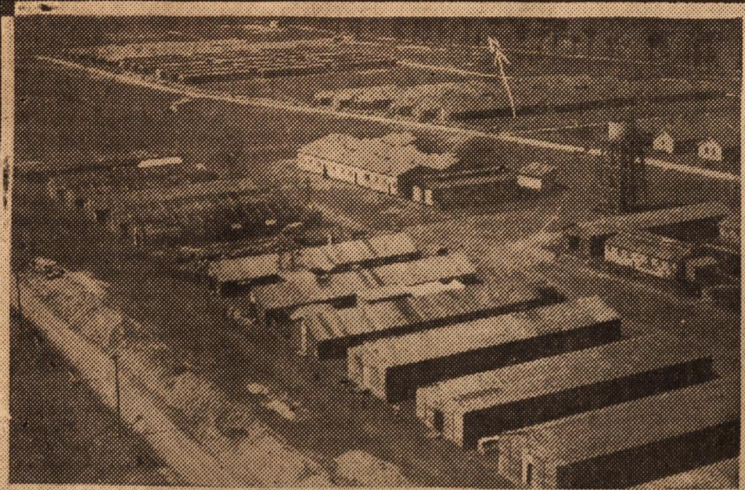
A GAG WOULD BE ABOUT TH' BEST DECORATION WE KNOW OF FOR TH' BUGLER.



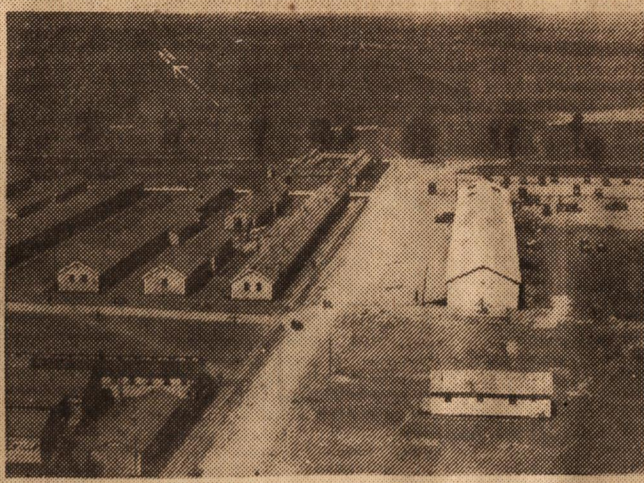
FER TH' BIRD THAT'S ALL WAYS. LATE TA FORMATIONS



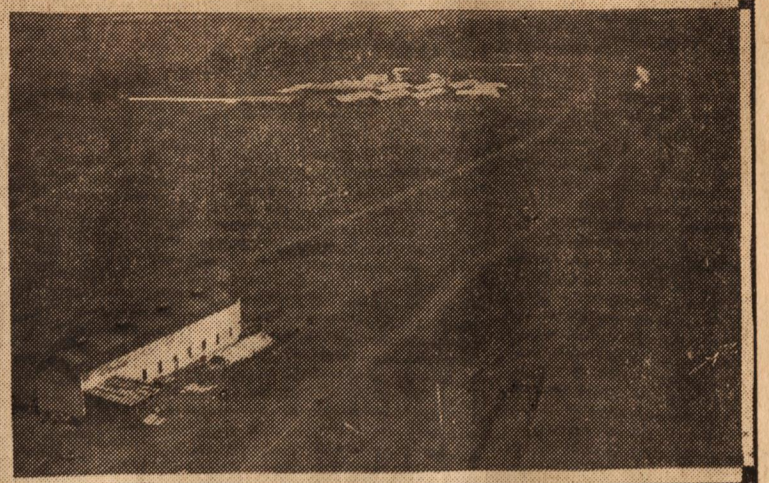
FER THE BLONDE GOOF THAT PERSISTS IN TRYING TA RAISE A MUSTACHE.



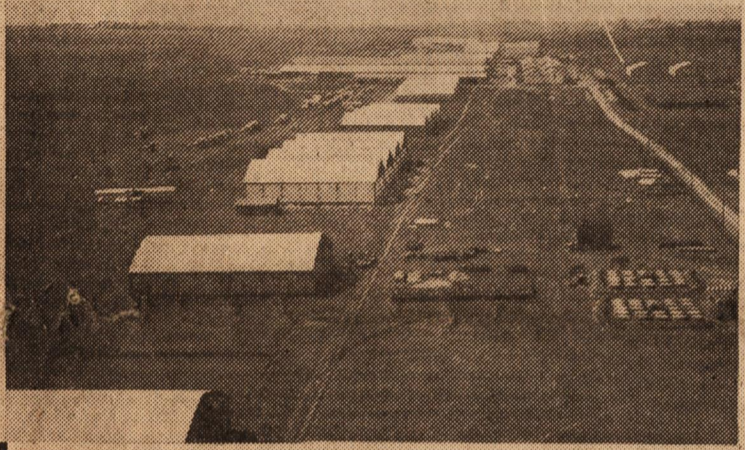
RESIDENCE DISTRICT



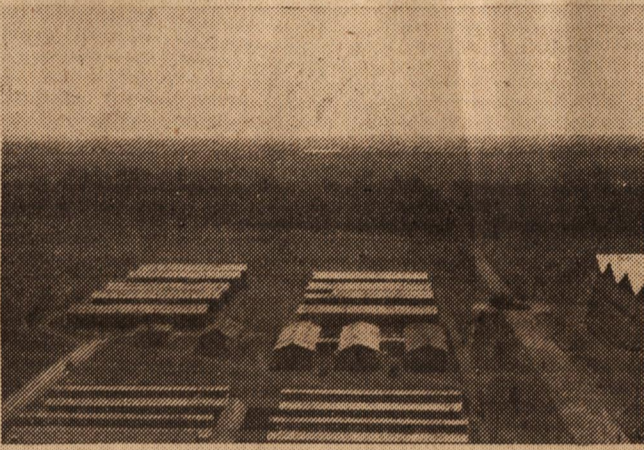
MAIN GATE



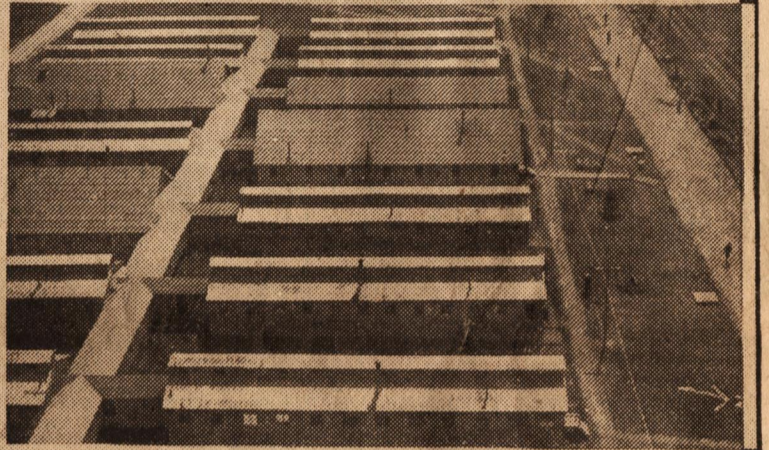
WHERE THE COGNAC SPECIAL COMES IN-CHINATOWN AND GERMAN VILLAGE IN BACKGROUND



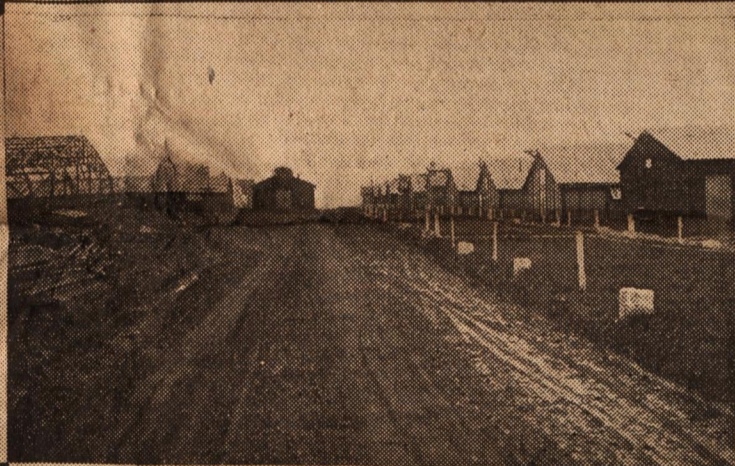
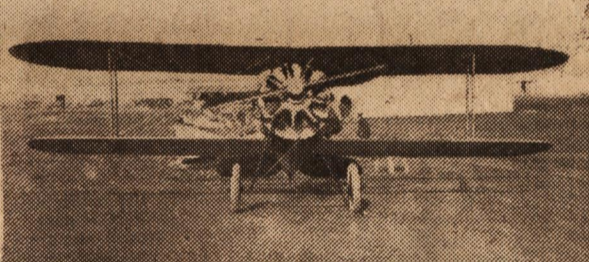
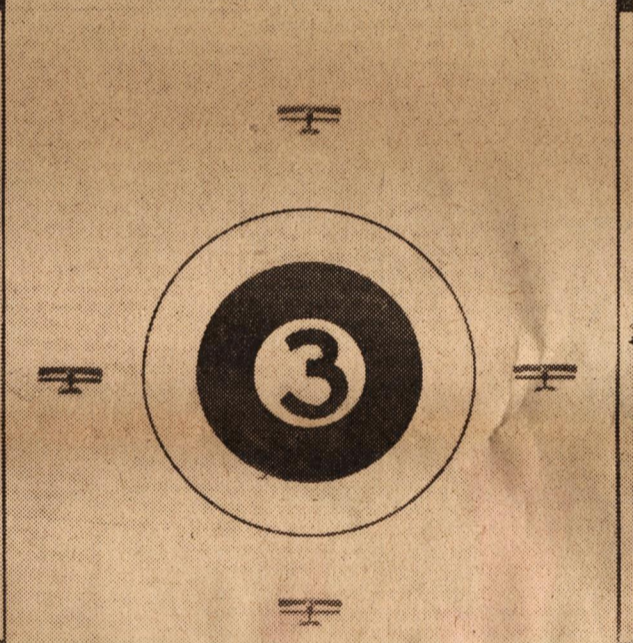
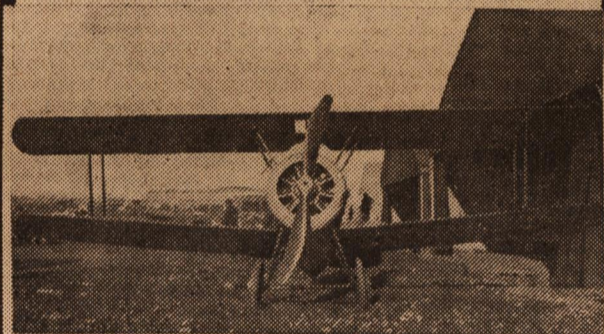
THE TEST LINE



HEADQUARTERS



HOSPITAL



TYPICAL COMPANY STREET



SOUTH END OF MACHINE SHOP



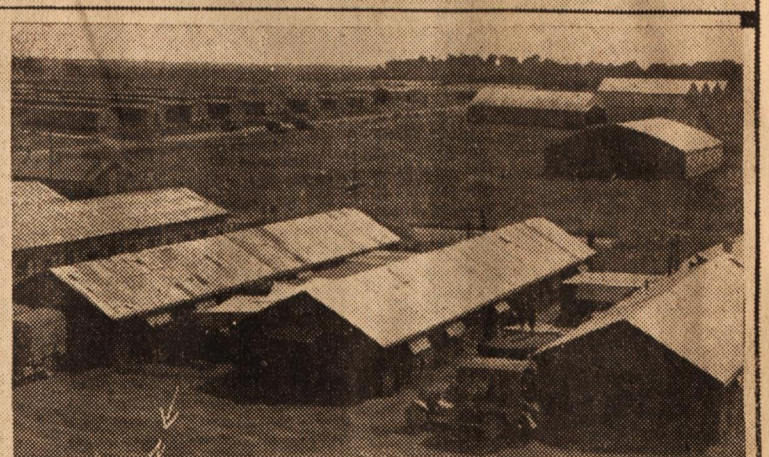
MAIN CAMP



SUNDAY MORNING DRILL



AERO SUPPLY

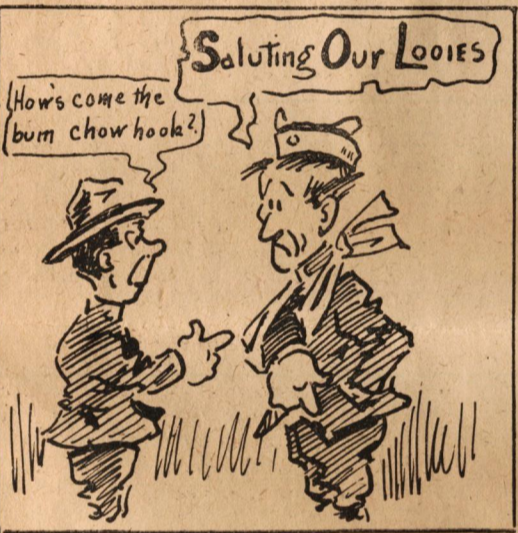
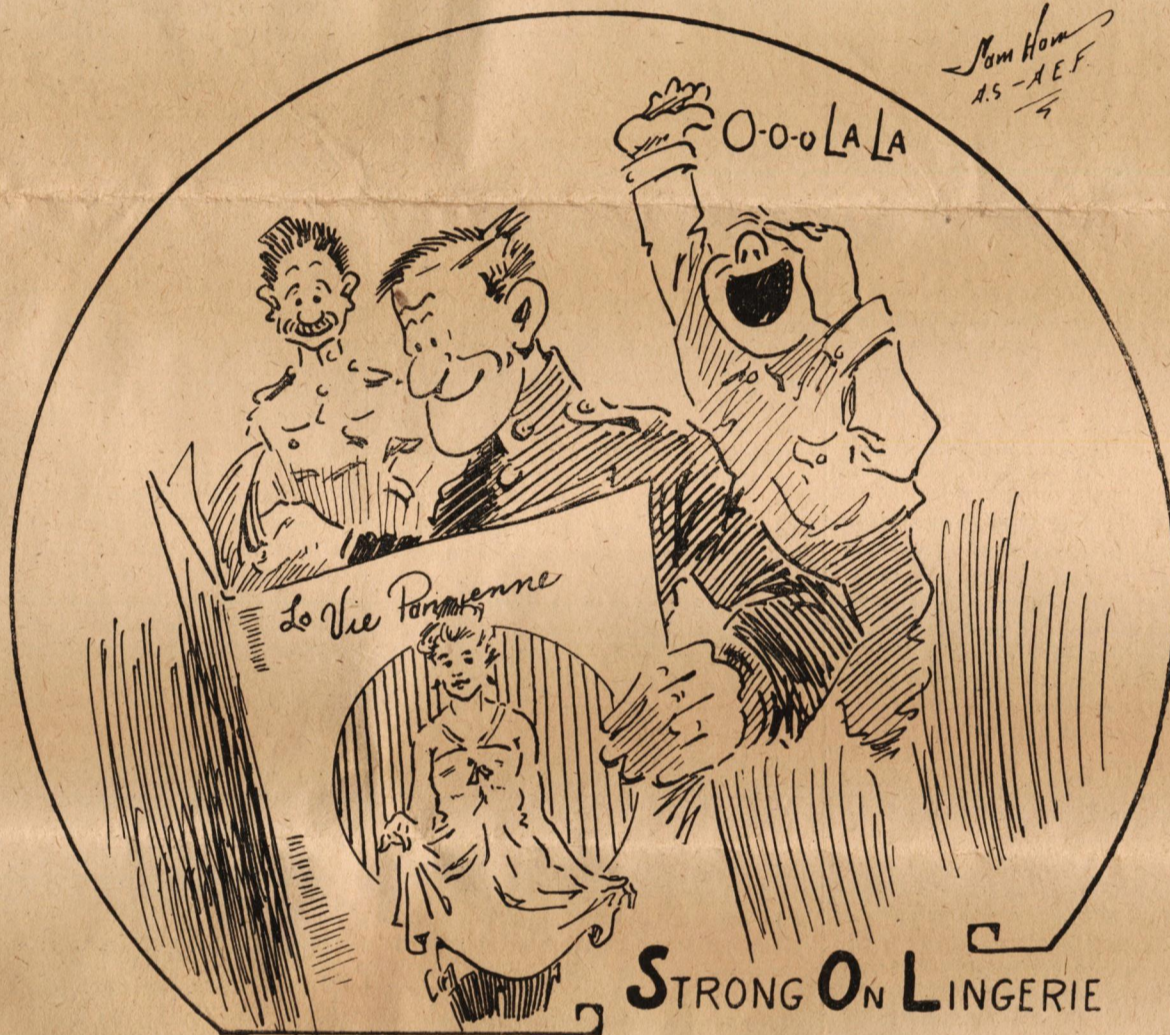
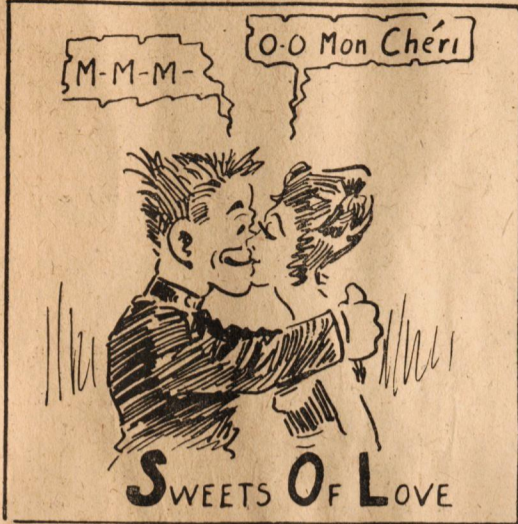


Q.M. HOME OF CORN WILLIE



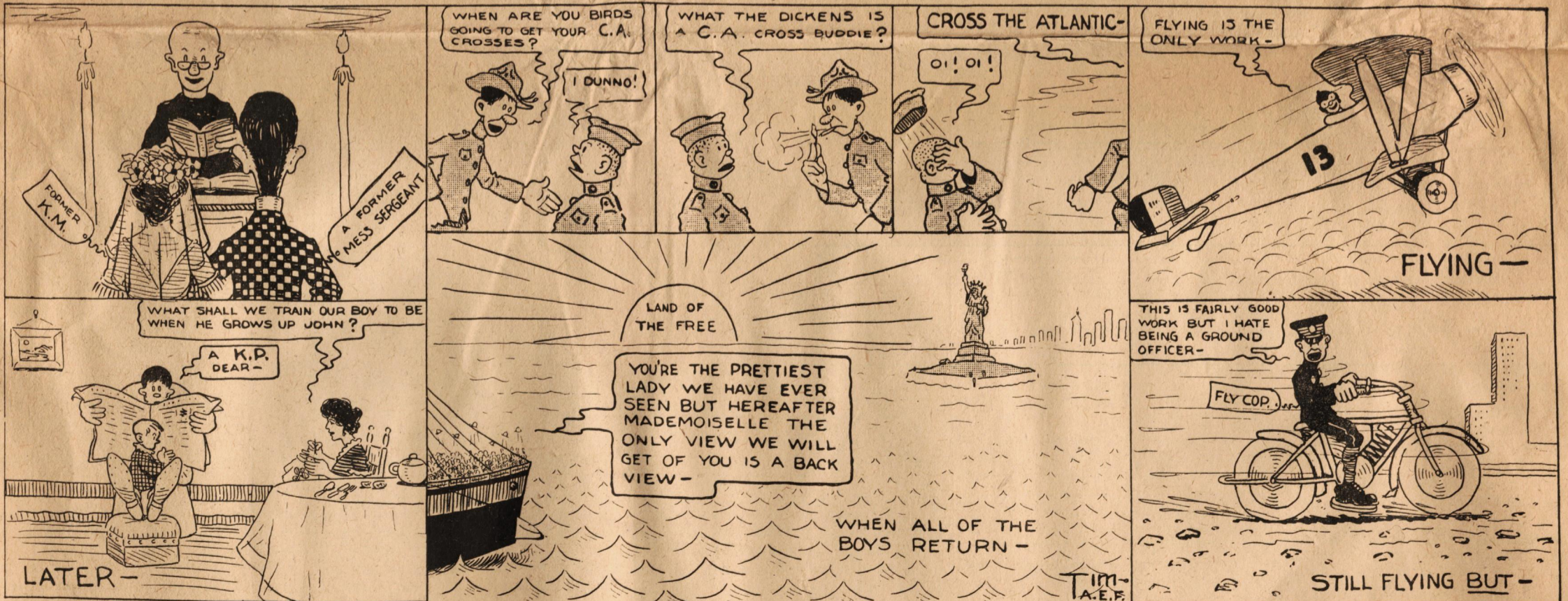
# S. O. L.

By Sam Ham



## Will It Be Thus?

By Tim



## RESUME OF WORK OF VARIOUS DEPARTMENTS OF THIRD A. I. C.

CONTINUED FROM PAGE 1

Besides rebuilding motors the shops manufactured large quantities of spare parts such as new pistons, piston pins and rings, bushings of all kinds, cam rollers, etc., as well as the tools necessary to make them.

The Machine Shop included a Sheet Metal Department where gas tanks and airplane hoods were repaired; an Instrument Room where altimeters, watches, etc., were repaired and put in order; a Blacksmith Shop and Acetylene Welding Room wherein were manufactured radiators, aluminum, bronze and brass castings.

A fair sample week included 143 magnets, 290 wheels, 2140 spark plugs rebuilt with an output also of 350 vulcanized tubes.

### Aero Repair Department

This Department has handled all the repairs to planes, and rebuilt machines which have been wrecked, thus saving millions of dollars to the government. In the Aero Repair Shops on many occasions practically everything that pertains to airplane repairs has had to be made. Great difficulty had been found in getting supplies of essential parts from the French manufacturers, and the Aero Repair Department had to get in and make them, and once when there was a very pressing need for Type 27 Nieuport planes to train pilots who were badly needed at the front, and the French manufacturers being unable to supply them, the Aero Repair Department had to muster all its forces and produce these machines themselves.

In these shops are built nearly all parts for airplanes, woodwork parts, wings, struts, landing chassis, long-rons,—cables also are made.

An average of twenty-two new airplanes complete were built in the Aero Repair shops each week.

Everything that it is possible to salvage has been turned to useful purpose, and nothing that is serviceable has been wasted, and an average of one hundred thousand dollars per week has been saved by the manufacture of spare parts from this salvaged material. Expert woodworkers in the Propeller Repair Shop utilized broken propeller parts to repair other propellers, saving the government large sums of money for these expensive items alone.

### Inventions

To the ingenuity of members of the different branches of the Engineering Department is due many new innovations for use on airplanes, and are in use today on A. E. F. planes. Amongst many are:

A tail-skid for Nieuport planes, which has all the advantages of the "banjo" skid with the addition of a swivel spring skid, in successful operation, reducing tail breakage fully thirty-five percent.

Addition of plates on D.H.-4 landing chassis, and reinforcing shock-absorber fittings, which together with a wood and metal core in the axle has practically brought landing gear trouble to naught.

A stabilizer brace put on all D.H.-4 machines—first at this center.

Box section spars which could not be obtained from French sources, replaced by One Beam section spars for various types of Nieuport wings.

Rawhide loops for control cable guides to replace tubular metal guides, which previously caused depreciation.

A skid for Nieuport lower wings to reduce breakage—very successful in reducing breakage to almost nothing.

Mud guards, reducing danger of breakage to propeller from clods and stones.

Fuselage braces and fittings, replacing poor articles of manufacturers.

Safety belts for type-24 and type-27 Nieuports.

### Aero Supply Department

This Department handles all supplies pertaining to airplanes and equipment for airplane men.

This Supply Depot is one of the largest and best conducted of its kind in the Air Service of the Allied Armies, and it supplies all of the outlying fields. It is divided into seven sub-departments—Nieuport airplane parts, parts for all makes of airplanes, motors and motor parts, hardware, instruments, clothing, gasoline, oil and grease. All the thousands of parts and huge bulk of material,

oils, etc., were always to be found in the best of order, and great care was taken that no deterioration or waste took place. This department has often been held up as a model supply depot throughout the Air Service.

At this Center seventeen types of Nieuport airplanes have been in use, and for these machines it was necessary to carry in stock at all times about 29,000 different parts for airplanes, in spite of the fact that many of the different types were interchangeable. Also the following types of planes have been in constant use: Voisin, Morane, Caudron G-3 and 1, Spad, Sopwith-Camels Avro type D and American DeHaviland-4 with the Liberty motor, and in order to keep these supplied with parts a stock of approximately 15,000 had to be kept on hand.

A large number of these spare parts and tools had to be manufactured in the shops of this center out of salvaged material, a saving of thousands of dollars. Approximately 20,000 parts for airplane motors were kept in stock, to supply the LeRhone, Gnome, Clerget, Hispano-Suiza, and the American Liberty. The Hardware sub-department carried in stock all kinds of tools, iron, steel and sheet metal, nails, screws and bolts, lumber, wire and technical literature.

The Instrument sub-department carried technical instruments of various kinds—compasses, clinometers, altimeters, revolution counters, tachometers, air speed indicators, clocks, etc.

The Clothing sub-department held plentiful supplies of aviators clothing, mechanics and chauffeurs clothing of great value.

Oils, gasoline and grease sub-department carried in stock three grades of gasoline, eight of oil and three of grease, which were in constant demand for auto service as well as airplane. The monthly consumption during some fair sample weeks, when training was progressing briskly, often exceeded 150,000 gallons, and necessitated tank car convoys from base ports to this center all the time.

### Transportation Department

A constant service of transportation had to be maintained between the different flying fields, towns and villages, and to cope with this necessity, a Transportation Department had to be maintained. Trucks, trailers, touring cars, motor cycles had regular routes running on schedule to all the outlying fields, and all important points in the A. E. F.

Materials, supplies, men and baggage had to be continually on the move in between points, and the demand on the transportation system has been very great, but it has been handled with a regularity that has been a source of pride at this Center.

A railway train is also a regular feature between this Center and Issoudun, and runs at intervals, accommodating passenger traffic and also freight. A railway yard with all the appurtenances thereto, tracks and sidings, bringing freights up to the very doors of the Quartermasters Depot, coal to the coal dump and mails to the postoffice. This railroad connects with the main Paris line at Issoudun and has been used for all kinds of traffic including movements of troops.

### Field Service

This department exists as an emergency rescue service for wrecked planes. Whenever an airplane falls the Field Service is notified as promptly as possible, immediately a crew from this department sets out to repair the plane on the spot where it is down, or if it is beyond rapid repairing, to bring it in to the shops. At all hours of the day and night the Field Service has been on duty.

Often it is possible to make repairs to enable the pilot to again take to the air and bring his ship in, and the men in the Field Service consequently must be mechanics of a high order, capable of tackling any kind of a job they are called upon to do in emergencies. This work often entails long and arduous trips, but it has saved both valuable time and money to the Air Service by dealing with wrecks on the spot, and either repairing them or bringing them in to be repaired in the shops.

### Maintenance Department

This branch of activity has had to keep

going all the thousand and one requirements that come up every hour of the day. Electric light fixtures, pipe fittings, carpentry, glass fittings, and many items which are wanted to keep in a good state of repair the buildings and fixtures at this post, alterations to be made to offices, roofs to be made weather proof, all come within the work of this branch. This prompt and efficient service has enabled this post to keep its buildings and appurtenances in such first class conditions, and its cost to the government by deterioration so small.

### Fire Department

The Fire Department of the 3rd A. I. C. is well up to the average of any fire department of the U. S. when taking the circumstances under which it operates.

Its apparatus, constructed in our shops, is modern and up to date and with a high powered motor it can turn out in a few seconds and is on the spot whenever the alarm of fire is raised.

That it was born of a real necessity, and when it is considered that there are millions of dollars worth of property to be protected, as well as the more valuable human life, it will be admitted that the Fire Department has been successful.

Up to the present this post has never had a fire that was not quenched in a few minutes.

### Department of Prison and Labor

The labor of prisoners, who are undergoing punishment for infractions of Military Law, has been utilized at this post, as at practically all other posts, on fatigue duties. The nature of their work varies with the demand for labor on the post.

The guard house is a spacious building, and well ventilated, and if the average prisoner behaves himself he is well fed and receives credit for good conduct by a certain scale of reduction of sentence. Many of them have been placed on parole, and while a few have come back, a great many have made good their records and become good soldiers.

The Prisoners of War, Germans, who are housed in their own camp are also employed on fatigue work, and are under guard of armed soldiers while working, and going and coming. Their lot is as good as any prisoner of war can expect and better than most of them ever hoped for, and their guards have little trouble with them.

### Quartermaster's Department

This is just now probably the busiest department of all, and during the time when the fields were at their busiest the Quartermaster's Department never had a chance to let up.

The large number of troops at this post have necessitated an immense quantity of provisions and Q-M material to be on hand at all times.

That this post has fared well with its Quartermaster Department, goes without saying, and this most busy of all departments in peace or war, has more than done its "bit."

The Q-M Department also runs at certain hours, a store where the officers and enlisted men of the camp can make purchases at cost price. In addition to its multitudinous irons in the fire, the Q-M department is now issuing candy ration to the troops—and made by the Q-M department, too.

### Camp Hospital Number 14

The camp hospital at this center has always been under the guidance of medical men of high standing and medical specialists. The wards are all comfortably furnished and the accommodation in every way is first class.

This hospital was called upon during the American offensive to take care of several trainloads of wounded men from the front, and promptly on the arrival of the Red Cross train the patients were transferred to their beds without the slightest hitch, and everything done for them that medical skill could devise.

The sudden Influenza epidemic at this post was quickly checked by the prompt measures taken by the hospital authorities, and its ravages were soon limited to a very narrow margin. The equipment is up to date in every way.

Contagious diseases have been given special attention, and the patients isolated to prevent contagion and safeguard other men. Major Brownell, who is a specialist has spared neither time nor effort to check these diseases. His illustrated lectures have from time to time been given on the prevention of disease, and the treatment necessary, and it is certain that this means has

limited the spread of preventable diseases. It is due to Major Noe and his staff of medics and nurses that the health of this camp has been so good.

### Medical Research Board

The Medical Research Board was created through the necessity of a more perfect method of examining, selecting and care of fliers.

Experience showed that flying ability depended a great deal on the condition of the flier, how altitudes affected his breathing, blood pressure circulation and changes his vision, sense of motion and maintenance of equilibrium and so many other ways that it was necessary to have experts to discover a student's fitness for flying, even when physically he appeared perfect. The problem was a difficult one.

Sixty percent of British casualties in the air during the first year of war were found to be physical unfitness. By a careful examination by experts in the second year this was reduced to thirty percent and to twelve percent the third year.

The Medical Research Board exists to investigate the efficiency of pilots, to experiment and test to determine ability of pilots to fly at high altitudes, and to be a standing medical board for consideration of all matters pertaining to physical fitness of the pilot.

New apparatus has been developed for the study of the aviator, and Medical Research Officers have kept in close contact with him in his work, in order to closely study his medical needs. This research work was carried on at the Camp Hospital and a new laboratory was in process of construction at the time of the Armistice. A ward of the hospital was turned over to the board for minor and special surgical procedures and for care of sick fliers. Members of the board acted as consultants to the hospital when needed.

The work of this board is divided into four classes: Care of flyers, investigation relating to the flyer, system of records and the creation of a permanent school of aviation medicine. In order to obtain first hand knowledge, members of the board have made flights of various kinds, and by contact with the flyers themselves and conferences with the instructors have obtained much valuable information. They have endeavored to reproduce the sensations in the laboratory in order to determine the fundamental factors concerned, that they may protect the student before he becomes a flyer and afterwards.

### Convalescent Home

The Chateau de Villechauvon, the shelter provided by the Red Cross and operated in conjunction with Camp Hospital No. 14, has proven a wonderful adjunct to the 3rd A. I. C. Through the generosity of our kind neighbor, Monsieur Martin, who donated the use of this unusual property, it has proven ideal for the purpose for which it has been utilized. Mlle. Gabrielle Boissier and Capt. G. H. Wartman have been the guiding spirits, and with their policy of permitting personal freedom have injected the family spirit into the institution.

Since its inception, during the latter part of July, it has sheltered 140 convalescents, 128 of them being aviators, operating to its full capacity of 20 guests during this period. It is therefore distinctive, this being the only service having a home for its exclusive use in the A. E. F. Those officers who have enjoyed the hospitality of Chateau de Villechauvon cannot speak too highly of their stay there.

### Disbursing Officer

The bills that have to be met in the disbursing office and the accounts that have to be checked and verified are legion. A regular accountant's office, plus a commercial bank, might well describe the disbursing office, for the many money transactions that pass and have to be made of record, checked and made to balance make this office a very busy place.

### Chinese Camp

The Chinese camp has been a feature of the post and they, by their labor, have deserved well of us, and no one will begrudge them a good word. They have always performed their labor cheerfully and well. They have been employed mostly on ordinary manual labor, while some have become useful in the machine shops. They have lived in their own barracks apart to themselves and have been very orderly and

law-abiding and while here have done their "bit."

### Liaison Office

The officers who have represented this office have been of great value to the service in keeping good feeling between the French people and authorities and the American Army. In cases of visiting French officers or other officials the Liaison office has made it easy to show our welcome and discuss matters of import, and in cases of dispute, claims or complaints it has enabled mistakes or misunderstanding to be justly and agreeably settled.

### Summary Court and Intelligence Department

The Summary Court represents the law of the Army at this post. Offenders against the military law are brought here to trial and before a properly constituted tribunal are charged with their offense.

The Intelligence Department extends itself deeply and makes inquiries into matters of importance to the Army and gathers data. It is a vastly important branch of the Army and often times very much depends on the information gleaned by the Intelligence Department.

### Provost Marshal's Office

This office we all know quite well. The M. P. is his representative on the street and his duties are principally police duties; on occasions they are also used as traffic directors, guards and various other duties. They patrol all the outlying small villages and surrounding country, as well as the town of Issoudun, and protect the civil population as well as the soldier.

The M. P.s of this post have not had much trouble, as the men of this camp are, as a body of men, very law-abiding, well behaved and good soldiers.

### Information Department

The Information Department office has been much in evidence of late. Its duties have been to collect data in regard to aviation and training, for official record of all the activities at this center; to make compilation of all the historical matters of the post and to assemble and make a concise report of all that has been accomplished at the 3rd A. I. C., that it may be used as official statistics, for guidance and information on any matters that may come up with reference to activities such as have been carried on at this center.

### Technical Library

This is a most useful addition to the post, and since its opening has proved a great success. In this library there are books on all technical subjects that any man on the post is ever likely to ask for and they are open to all men on the post.

There are also diagrams and charts for men to study the workings of machine guns, and all the different theatres of war, while one large map at the end of the library showed from day to day the progress of the Allied armies in their last big offensive. This was watched closely by large numbers. A model Liberty motor is also in view and recently have been added some models of airplanes.

### Red Cross

The Red Cross group, with its canteen for refreshments, reading and writing rooms, an exceedingly fine library of well chosen books, and a piano where soldiers can make themselves at home is one of the big features of the camp. The ladies of the Red Cross have done some fine work in this camp to help keep the soldier comfortable.

A restaurant for officers is also run in a most up-to-date manner and everything is done to make life more livable under camp conditions.

A sewing room, too, where mending, pressing and cleaning of clothes is done at a reasonable rate, all under the management of the Red Cross ladies.

### Catholic Chapel

The Catholic chapel, with Father Sullivan as the priest in charge, has been an institution since the opening of the camp. Mass is said at the main field and outlying fields. Father Sullivan also says a mass in the German prison camp each Sunday. He is a man of tireless energy and all the hospitals know him, both here, in Chateauroux and the surrounding towns for his work among the sick.

Father Sullivan has done some wonderful work amongst the men of this camp and the moral uplift he has been is acknowledged by those who are in a

(CONTINUED ON PAGE 12)

# THE AIRPLANES WERE MUCH BETTER THAN THE PILOTS

American Pilot Attached to R. A. F. Thinks Well of Fokker—Not All Easy Sailing For Allies

Contest Story No. 5

The true history of the aerial war will not be written for many a day, and at a time when memoirs of leaders of all sides are available as well as official reports. Nevertheless certain events and periods stand prominently even at this time, and among these is the "Come-back" of the German Flying Corps in the summer and autumn of 1918.

The supremacy of the air, during the spring of 1918, was decidedly on the side of the Allies, particularly on the British front. There daily during the months of March, April and May, excessively heavy tolls of destroyed planes were taken from the Huns at a minimum of loss. Failure even threatened the German Air Service. Two months later the Huns were again contesting for the mastery of the air and before the signing of the Armistice had once more become a menace to Allied success. The extraordinary effort put forth by the German Flying Corps in the last six months of the war is a matter of great importance and seriously influenced the military situation.

What were the factors which produced this "Come-back" and what we might have expected from the Huns in the Air if the war had carried on?

### Success Depends Upon Scouts

Superiority on the air depends upon the supremacy of the fighting planes or scouts. It is true that the major value of the aeroplane in military operations lies in reconnaissance, liaison with artillery and infantry, and in the destruction of reserves and communication centers. But in these later days of highly specialized warfare offensive fighting is necessarily delegated to the chase or scout planes. If these are driven from the air all other work becomes highly dangerous if not impossible. To the field of the scout plane then attention is directed for the period under discussion.

Superiority in the air is the product of three factors:

1. Superiority of Ground Organization and Staff work.
2. Superiority of Flying Personnel and Aerial Leadership.
3. Superiority of Planes.

It is patent that any one of these factors may produce pronounced success or failure, the others being equal. In which lies the secret of the Hun effort this summer?

A high standard of staff work certainly characterized the German service. The notable features were:

1. Concentration of the best pilots in crack mobile units.
2. Local construction of superior forces on sectors where temporary success seemed most desirable.

The first principle may well be questioned, for it strengthens the favored units at the expense of others. But the second is indisputably sound, as has been repeatedly demonstrated in the last year of the war. Moreover evidence indicates that its adoption was forced upon the Huns by a scarcity of pilots. But while these principles may have contributed much, they are not the factors sought, for they were successfully combatted by similar measures on the part of the Allies—notably the Americans and British at Chateau Thierry and the British at Cambrai.

### Strategy of R. A. F.

Similarly the standard of flying personnel and aerial strategy in the Hun service, tho undoubtedly high, will not solve the problem—for it was surpassed by the Royal Air Force. The last two months of the war, September and October, witnessed on the British front probably the highest development of strategy and aerial leadership among fighting squadrons, that the war has produced. The great exponent of these tactics was Mannock, by many considered the greatest aerial general the world has so far seen. The British maintained their supremacy to the end.

### Temporary "Come Back"

The secret of the German effort lay, without question, in the superiority of the scout planes, and the effort dates from the appearance of the Fokker Bi-

plane (D7), about the middle of June. Two months later the air was full of Fokkers, a record production! Designed on unique principles and using a high power motor, the new scout rapidly demonstrated remarkable qualities, its unequalled climb, good speed and wonderful dive and zoom soon marked it as the best scout on the front. The (SE5) and Clerget and Rhone Camel were outclassed; the Bentley Camel and 28 Nieuport were met with a very worthy opponent and the Spad was obsolete. From Zeebrugge to Toul the pursuit squadrons patrolled the skies in Fokkers and there followed a period of most intense aerial combats and "dog-fights" along the whole western front. The secret of the Hun effort was the Fokker Biplane.

But the supremacy of any plane is short. In the middle of October a new and higher powered Fokker was met on the British front by the Snipe, the new Sopwith scout, which proved superior to all single-seaters on the front. The Huns, in turn, produced the Schuckert and the new Pfalz, just appearing at the end of the war and which, tho untested in extensive combat, promised to surpass the Snipe. The Royal Air Force still maintained superiority in the north. If the French had new planes, they had put none on the front. And the SE5 and Spad were clearly out-classed by the new German planes. Here the advantage in planes lay with the Huns.

What would have been the probable influence on allied arms of this German effort if the war had continued? It is idle to speculate, but we can do no more. If the Huns had plenty of planes it is equally certain that they were short of pilots, perhaps more short than we know. And thousands of America's best pilots, fully trained were just appearing on the front. This factor probably was the greatest, for America's Best were undeniably very good, and they came to the war entirely fresh. But however near the zenith of her last effort in the air, Germany may have been, none can deny that the Fokker Biplane was a distinct contribution to the development of fighting planes, not to say an important factor in the military situation.

NOTE—The ideas expressed here are personal and are conclusions reached during five months of war flying and encounters with Fokker Biplanes.

### Our Pilots Invite Huns to Regular American Meal

Not the least important function of the American planes in the war was the distribution of the leaflets coined by the propaganda section of our forces. So widespread was this scattering of Truth among the enemy forces that one prisoner in three from the Argonne was found to be carrying a pamphlet or card picked up after "paper raids."

Although this service was not adopted until long after we entered the war—and then only with the express stipulation from the War Department that nothing should be given to the Huns except actual facts—there has been much evidence that the propaganda program as carried out was eminently successful. The German was attacked at home, in the rest areas, but perhaps more vitally than anywhere else, he was attacked through his stomach.

On a card identical to the official German field card, the Yank flyers dropped an enticingly appetizing invitation to an American meal, sending this reassuring message to the home-folks in case of capture by Americans: "Do not worry about me. The war is over for me. I have good food. The American Army gives its prisoners the same food as its own soldiers: Beef, white bread, potatoes, beans, prunes, coffee, butter, tobacco, etc."

So there were innumerable clamors from the Boche as they were taken for a real American meal.

### Maybe Mr. Sopwith Can Tell Us?

Is it because they are the future ships of the desert that they have called them Camels?

# LOOKING INTO THE AVIATION FUTURE

This is No Jules Verne Prophecy But One Based on Recent Developments

Contest Story No. 3

Aviation suggests great changes in our world—the airplane used for commerce, for travel, for education or pleasure, and for exploration.

The commerce of peoples has flowed along well defined routes to markets, from earliest times, usually along lines of least resistance, influenced by natural conditions and the factor of safety, for in the early days of the world's commerce, and also in our own day, freebooters were a great factor to be reckoned with, and the means of overcoming nature's obstacles were few.

After animal power had been in vogue for centuries, the railway came and revolutionized travel, and the animal power vehicle gave place largely to steamtrains. Towns along stage routes and innumerable villages ceased to prosper by reason of the change, while rail routes gave birth to other towns and brought prosperity to communities which are today monuments to the invigorating influence of the introduction of the steam engine.

The electric railway and the auto car have since helped build thriving suburban districts to older towns, and the lines of motor stages have revived to some extent many of the little sleepy villages on the old stage routes, while cutting out some of the railroad profits.

Now we have the airplane with its potentialities of future development. In a few years it has developed from a daring curiosity to the latest air monster carrying forty passengers, travelling at high speed in any direction, landing with precision and safety.

In a commercial way the airplane promises great things, and many of the older trade routes are likely to be again changed.

### Advancement Caused by War

The war has brought the mastery of the air to such an advanced state in a little over four years, that it is easy to think that commercial demands will perfect the airplane, and the few examples following, of flights accomplished recently, serve to prove its stability:

Four U. S. Army planes flew from San Diego, California, to Mineola, N. Y. in 55 hours flying time.

Lieut. John E. Davis flew from Ellington Field, Texas to Mount Clemons, Michigan, some 4,000 miles in 64 hours flying time.

Major-General W. G. H. Salmond and Capt. Ross-Smith of the British Army, flew a Handley Page machine from Cairo to Calcutta, a distance of 3,950 miles, via Damascus, Bagdad, Karachi and Delhi—a direct route to India. The machine had previously been flown from England to Cairo by the same pilots, and was used in the final operations against the Turks in Palestine.

On November 15th a Handley-Page machine took up 40 passengers over London.

### Future Air Routes

In our own country, the many thriving towns could be linked by lines of aeroplanes, with aerodromes at suitable places, landing fields, meteorological stations to record air conditions and make reports that will be of easy access by pilots, wireless and necessary equipment and aid stations. Junction stations for connecting lines and merchandise collecting stations for freight will be necessary, but one enterprise leads to many tributary thereto. However the right of way for an aeroplane does not have to be fenced in, no bands of steel laid on prepared and costly roadbeds—the air way is open.

Already aerial lines are proposed between London and the Riviera, London and South Africa (one via the Sahara Desert and one via the Nile Valley to Rhodesia).

In America lines are proposed connecting New York, Boston, Chicago and important cities of the Eastern States with San Francisco, Portland, and the Western cities.

### Modern Ships of the Desert

The Transatlantic flight is occupying the attention of aviators in America and Europe, and at present the most feasible route, which has the shortest water distance, is a flight proposed to be made

# "First in France" Slogan of 400th

First American Aero Squadron to Arrive at Issoudun Had Hard Sledding

"First in France" is the proud boast of the 400th Aero Squadron, formerly known as the 29th Provisional.

The Squadron was formed at Kelly Field in May, 1917, and was immediately ordered to prepare for service overseas. "Scrappy Robinson," one of the real old-timers in the Air Service, was the first "top" and with a minimum of time and effort soon made a squadron that was fit for any service that might be demanded. Lieutenant Lawrence Churchill was the first commanding officer and it was with a sympathy for the feelings of the men coupled with a thorough knowledge of the profession of arms that endeared him to all.

Early in June, 1917, the squadron was ordered to proceed to New York for service. The squadron occupied a camp at the foot of the Statue of Liberty for a few weeks and then embarked for France. Incidentally the squadron had the honor of being the first army organization to camp at Bedloe's Island.

### Uneventful Voyage

After an uneventful voyage the squadron was officially welcomed at Liverpool by the Lord Mayor and American Consul and was then sent to Southampton. The British troops there did all in their power to make the men comfortable which was highly appreciated.

Upon its arrival at Issoudun on the last day of the month organization went to the Caserne Chaterneau as guests of the French Government for a week, and was afterwards quartered at the college in Issoudun for two more weeks. During this stay the squadron transportation arrived with material for a temporary camp and also some army beans which were appreciated for a few days.

The first camp made by the Air Service was situated near the switch on the Hula Hula & Snake Route railroad over which now runs the Cognac Special, a train nearly as famous as the Twentieth Century Limited. During its stay at this camp and for several weeks after its arrival at the present site of the 3rd A. I. C., the troops were actively en-

gaged in hiding little rocks under very large ties and otherwise acting as "Paddy on the railroad" besides unloading cars which had a nasty habit of arriving about supper time.

As soon as sufficient material had arrived at Issoudun the men were put to work erecting warehouses and barracks and even this early in history of the camp, Issoudun mud was something to brag about.

Early in September, 1917, the first paper was started in the camp, appearing every day at noon under the name of *The Bugle*, and survived until shortly after the PLANE NEWS was started. *The Bugle* provided a little amusement for the troops and in fact for several months was the only English reading matter in camp.

### Camp Visited by Storm

About this time the camp was visited by a storm and the visitor next morning might have seen various soldiers a la September Morn busy recovering various articles of attire. The officers of the squadron at this time were Major Lawrence Churchill in command, Captain Huntington, in charge of Construction, Lieutenant Roland Richardson, assistant construction officer; Lieutenant-Quentin Roosevelt, in charge of transportation; Lieutenant Cord Meyers, adjutant; and Lieutenant Seth Low. Lieutenant Frank was first assistant construction officer.

When the camp was started there were no tools of any kind on the ground, so that for a few days work did not progress as rapidly as could have been wished for. However, forty-eight hangars, two American barracks, one hospital, one Red Cross and Y. M. C. A. building combined, one garage and five storehouses were built in six weeks. Besides this the squadron provided all help on the railroad took care of all motor transportation, besides doing anything else required.

Upon the arrival of Motor Mechanics the squadron was transferred to scenes of other activities.

between London and New Foundland, via Paris, Madrid, Lisbon, San Miguel in the Azores to New Foundland.

The fields for air-borne freights are very numerous. The old camel caravan routes of the East, over which the early traders in the 12th, 13th and 14th Centuries brought their Oriental luxuries, rich fabrics, carpets, silks, precious stones, diamonds, perfumes and precious metal ornaments, are likely enough to be again traversed, but this time high overhead, by the ships of the air, not of the desert.

In addition to the luxuries which are so characteristic of the Orient, the East abounds in minerals, copper, iron, gold and other metals, coal and agricultural products, all of which war wasted Europe needs. China and India instead of being a long sea voyage distant from the hubs of civilization would by the aeroplane route be a short trip.

At the very door of the United States lies the South American Continent, rich in everything that mankind needs; its coffees, sugar, nitrates, asphalt and other products are open to the enterprising customer. The largest iron deposits in the world are in Brazil, the Republic of Columbia has practically the world's monopoly on emeralds, and

excepting Russia produces the most platinum. The aeroplane can be expected to bring us into closer commercial relations with these countries.

### Exploration Possibilities

In exploration the aeroplane should be invaluable and the Continents of South America, Australia, Africa and most of Asia leave plenty of room for the explorer to delve into their secrets.

For the tourist the aeroplane means much, it will bring within his easy reach the lands and historical places he has read about, he can visit cities rich in history—such as Rome, Constantinople, Alexandria, Venice, Cairo; the river Nile and the Pyramids; can even follow the footsteps of the Crusaders to the Holy Land and visit Jerusalem, Damascus and the places of Scriptural history. The faster of speed averaging 100 miles per hour and upwards, the absence of dust and heat, will all combine to make travel pleasant.

The battle fields of the war will attract many tourists and the aeroplane will have the greatest of all opportunities to give them an actual birdseye view of the very places where the fate of civilization was decided, and where its own self was transformed from a fledgling to a full grown bird of prey.

When Next in Paris Visit

**MacDOUGAL & CO.**

1 bis Rue Auber

(Opposite American Express)

**American Military Tailors**

All Aviation Insignia in Stock

Detachable Fur Collar

Trench Coats, etc.

3rd AVIATION INSTRUCTION CENTER INSIGNIA IN STOCK

## KNIGHTS OF COLUMBUS TO HELP PROCURE JOBS

### Religious Affiliations To Be Forgotten When Boys Return Home

Several of the men stationed at the 3rd A. I. C., have received blank forms from the Knights of Columbus, which organization has already opened a campaign to have positions awaiting the members of the American Expeditionary Forces when they return home. The following is a typical excerpt from one of the letters:

"The Indianapolis Assembly, No. 437 Fourth Degree Knights of Columbus, committee of twenty-five, will take whatever action is necessary to place the young men who are returning from their patriotic service to our country in a position where they can re-habilitate themselves. We will esteem it a great privilege to assist, to the best of our ability, in this deserving work, which will not be confined to Knights of Columbus or Catholics alone, but to all of the young men in the service.

"In order that we may be enabled to proceed intelligently, we request that you return to us in the enclosed envelope, a reply to the following question."

### CONTEST WILL BE DECIDED BY READERS

Yes, we have given it up. No, not the contest but the question of selecting the respective winners of the prizes. Out of the number of articles and stories submitted it has been impossible for us to select the winners. As we have started the policy of taking you into our confidence we are going to put it up to you to designate what you consider the best.

We will give you two weeks to think it over. In our next issue we are going to publish one or two stories more, which space did not permit this week.

Tell us what you think of the following:-

Contest story No. 1- "On Alert Duty in the Argonne 25 Minutes on Patrol." (issue Jan. 11th)

No. 2 - Results are the things that Count.

No. 3 - Looking into the Aviation Future.

No. 4 - The Airplanes were much better than the pilots.

No. 6 - Importance of the functioning of Third A. I. C. Training Dept.

### "The Issoudun Players"

The attention of all is drawn to the advertisement on this page announcing a most generous offer of the services of "The Issoudun Players" who have been instrumental in helping to maintain the morale of this camp. However, in order to broaden the scope and spread sunshine, the show will be sent to Base Hospitals, Red Cross, Y. M. C. A. and K. of C. huts by making arrangements with Lieutenant Flaherty.

A big hit was made last week at Base Hospital No. 13, three performances being given to over two thousand patients and guests.

Plenty of variety is injected with Garret, the hypnotist, Luke Annella, the singing Charlie Chaplin with his Cabaret Trio, Tommy Mann and Ray Baccus with their rapid rifle shooting tricks, and Hughie Wallace with his funny Hebrew dialect songs and stories. With a few additions they are ready to tour the front and show their wares to all branches of the service.

### CATHOLIC DEVOTIONS

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

### Y. M. C. A. SERVICES

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

### WANTS

Rates: 1 franc per line, 8 words to line

LOST—Between barrack 6 and Post Headquarters Tan leather pocketbook, containing money and pay check of Lieut. Samuel R. Williams. 200 francs reward for return to Headquarters Detachment.

### Going to Town? Then stop at the Liberty Shop

12 rue Porte Neuve  
there you will find pretty SOUVENIRS,  
military supplies, good LUNCHES  
and people who speak American  
ready to do their utmost  
to please you.

## The Arch of Issoudun, a Center of Historical Interest



### HISTORY MADE AT ISSOUDUN DURING ANCIENT, AS WELL AS IN MODERN TIMES

By Pvt. Clinton P. Wryall

Back of the crimson battle line, in the S. O. S., lies the quaint little town of Issoudun. Situated in the spacious plains of the Oasis of Berry, whose rolling fields are only broken by picturesque patches of forests, it was designed by nature to become the seat of the world's greatest aviation instruction center.

This town, of which pleasant memories will linger in the minds of thousands of soldiers of Uncle Sam's Air Service, is one of the most ancient of the French cities. Issoudun existed as a flourishing town long before the rays of history shed any light on the life of the people of Gaul.

Written records began with the Roman Conquest. They are found in the works of Julius Caesar. During the Roman Conquest Caesar visited this town and paid the natives a glowing tribute for the excellency of their wine "De Campo Forti." Champ Fort was one of the best wine producing sectors in the Province of Berry. But Caesar did not let this progressive people go unharmed. He wanted the rich land of the Oasis for his own subjects to thrive upon. With this end in view he confiscated the territory and put to death the greater part of the natives. At Avarcium, now the neighboring town of Bourges, out of its population of eighty thousand only eight hundred escaped from the hands of the Romans.

Before the coming of the Romans only monumental remains are left to tell the story of the life of Issoudun. Beneath the famous tower, M. Armand Pérénet has uncovered what is supposed to be the remains of an ancient temple of justice where the Druids taught and worshipped. From their Duns and the worship of their Deity, Isis, Issoudun, must have gotten its name; "Isis-sous-Dun," (Isis over the Dun) which means that Isis was ever watchful over worshippers.

When the Romans came they brought with them their civilization, their ideas of art, architecture and learning. To them Issoudun is indebted for the Arch, the Place, the Theatre and the irregular-

ity of the narrow streets, one of which has borne the name of rue de Rome for more than two thousand years.

The Romans built canals and enclosed the city with a strong wall which has long been worn away by the elements of time. That part of the town situated along the rue de Rome is still called the Roman Faubourg and the sturdy people of this Faubourg, the Vingerons, are said to be descendants of the Roman race.

With the ascension of Emperor Constantine who had become a convert to Christianity the temples erected to the ancient deities were torn down and churches were erected in their stead. Monasteries and convents were built. A new stimulus was applied to the life of Issoudun. Farm products increased; commerce and manufacturing flourished. The city seemed to be one of the most progressive of the ancient towns of France.

This enlightened era lasted until the end of the reign of Charles the Great, the victor of the Battle of Tours, the city which now the seat of the Air Service Headquarters. From then until the beginning of the reign of Charles the Eighth, Issoudun, like the old French cities, suffered a serious decline.

The rise and fall of Feudalism; the terrible famines of the eleventh century; the conquest and occupation of the kings of England, had their degrading influences. It was during the English conquest that Richard the Lion-Heart erected the "Tour Blanche" as a bulwark against invading forces. During this century he, with his fighting Vingerons, drove off the invading forces of his father, having defeated them on the Fields of Charost, just outside the city.

At the commencement of the fourteenth century, Issoudun had a population of more than seventeen thousand. During this and up to the close of the seventeenth century they were again visited with a new era of good fortune. At this time her woolen mills provided the greater part of Europe with products, including "Gants de Chevreantin." Charles the Seventh lived in his palace here, and kept his retinue. The palace was destroyed near the end of the eighteenth century.

In 1830, while France was trying to recover from the French Revolution, whose ravages Issoudun escaped, Charles the Tenth ascended the throne of France. The ambitious Charles desirous of strengthening his power threatened to reestablish the monastic institutions the people had abolished. This, together with the assassination of the Duke of Berry so agitated the burly Vingerons that they rose in rebellion. They refused admission to the

King's troops that were sent to put down the revolt. Issoudun was burned to the ground together with the archives and valuable records. Finally the Vingerons were scattered and they sought refuge in caves. They were finally subdued but the influence of the Revolution of 1830 resulted in the permanent establishment of the "Liberté, Fraternité and Egalité" that France so dearly loves.

Since that time Issoudun has never again regained her ancient prestige. When she was a built she took on the aspect of the present day, a quaint, sequestered retreat for those who enjoy the sweet, simple things of life in preference to luxury of the larger city.

It was the broad fields of the Oasis that offered an attractive route to the pioneers of American Aviation who came in search of an instruction center. Since their coming Issoudun has listened to the mysterious hum of the airplane motors that daily hastened the student pilot to a stage of perfection which enabled him to conquer the Fokkers over the line of battle.

The home of Balzac which is in a fine state of preservation is one of the show places of the town. In his works one can locate from his descriptions the scenes which he describes, his book "Le Menage du un Garcon" being a perfect word picture of Issoudun localism.

### Appreciate S. O. S. Work

"Commanding General, S. O. S.  
"No. 300, G. S. The 1st Army, A. E. F., desires to convey its full appreciation for the great assistance afforded by the officers and soldiers of the S. O. S. during its recent battles. The battles of the Argonne and the Meuse were hard and continuous for nearly two months. During this period you never failed us. Food, ammunition, clothing, medical attendance and other supplies were always at hand. Our confidence in your efforts was repaid. The 1st Army, A. E. F. congratulates the S. O. S. on its share in the great American success. Without your energy and push back of us our efforts could not have succeeded. Share with us the glory of our deeds.  
LIGGETT."

"Lieut.-Gen. Liggett,  
"Commanding First Army.  
"CG-109. Your telegram received and touches our hearts with its generosity. I am publishing it to the S. O. S. and thank you in their name. The work of your Army has won for it imperishable renown and we are proud to have contributed to your splendid success.  
HARBORD."

## Resumé of Work of Various Departments of Third A. I. C.

(CONTINUED FROM PAGE 10)

position to know. A man of intense patriotism, deep learning, humor and piety, he has been well chosen for the work that he is doing so well.

### The Y. M. C. A.

The Y. M. C. A. has two huts where they cater to the welfare of the men in camp with games, entertainments, such as concerts, moving pictures, lectures, etc. There is usually something doing every night, and a canteen is run at which is sold all kinds of little things, such as tobacco, candy, soap, matches, chocolate and many other things which add to the comforts of life.

Visiting entertainers from other centers are already arranged for and it is promised that some good professional talent is coming this way.

Religious services and classes are also held every Sunday and on some week days.

### The Post Office

The postoffice has all along been a very busy institution, with such a large camp and its outlying fields, the amount of mail coming through is enormous. In holiday seasons this is doubled and with the troops coming and going the amount of extra work entailed on the postoffice force is considerable.

We can all say that the postoffice of this post has been handled as efficiently as in any town we know of the size of this. Money orders and registered mail facilities are there. The mail has been regular as far as this office was concerned, and the only time that mail was not distributed was when it did not come to the postoffice at all.

### Photographic Department

The Photographic Department has its own usefulness in no small degree. All cases of accident to airplanes have to be photographed being used for official purposes, inquiry, etc., while pictures showing development in construction, effect of wear and tear or storms, etc., for official reports, need to be made for photographic record. In the compilation of the history of the post a large amount of photographic work had to be done, and also official pictures of pilots for identification purposes have to be made. This department has certainly had its share in the post's history.

### Personnel Department

This department has taken care of all and every person coming to this post, attending to details of travel orders, and as soon as a soldier gets here his name gets into the Personnel officer's books and when he leaves he is checked off. With so many officers and enlisted men coming and going the past year this office has had some strenuous days.

A record is kept of what every man is engaged in and where he is on duty, and what he is best fitted for, so that when demand is made for any special kind of duty men the Personnel Department can tell at once from their books where the right kind of man is to be found.

### Last, But Not Least, the Plane News

We do not like to speak about ourselves, but as this paper is given widespread circulation, the folks back home wonder how it is done.

The printing plant of two presses, one used for job work of the post, is housed in a separate building with an active force who set the type by hand and print two sheets at a time, therefore it is necessary to run the paper through the press three times for each regular edition of six pages. All photos and cartoons are furnished by the staff and the cuts are made in Paris.

PLANE NEWS has been an important factor in maintaining the morale of the troops, not only at this center, but elsewhere.

## For Sale or Exchange

One first class vaudeville show entitled

### "The Issoudun Players"

a 5-act two hour show with fifteen men; best references furnished; phone, write, cable or telegraph at once for early bookings; further information on request to 2nd Lieut. Jack Flaherty, Jr., 3rd A. I. C., Issoudun (Indre), France.