

TERRIBLE AND COSTLY BLUNDERS IN AIRCRAFT PRODUCTION.

As Revealed by America's "Ace of Aces" in His Recently Published Book.

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Capt Rickenbacker has written and recently published a book, called "Fighting the Flying Circus." It is published by Frederick A. Stokes Company, of New York. This is an exceedingly brilliant account of the air forces, an account which is both curiously interesting and a mass of vital information. This book is sensational in some things it discloses.

In the first place it is to be observed this book is written by one of the greatest air fighters America produced, and the American Ace of Aces, who served from the beginning of America's participation in the war to the hour of the armistice, in active sectors and knows what he is writing about.

This book discloses almost on every page that the United States sent its boys to fight Germany in the air without giving them any equipment at all. These boys were forced to rely upon discarded equipment either from the French or the British. The book repeatedly discloses that many, perhaps most, of the little mounds in France, which mark the graves of fallen air fighters in the American forces, are there because our boys had to fight at a terrific disadvantage in their equipment. At the very outset, those who first got into the air fighting were obliged to stand, waiting until they could get equipment of any kind. On page 45, Captain Rickenbacker says, speaking of the year 1918:

"Here was April at hand and we were flying ill-equipped machines that we fortunately had been able to wangle out of the French and the English. Our pilots were not trained in the veteran leadership that England could provide and our methods were crude and new."

Jimmy Messner's Narrow Escape.

Very early in the first fighting of the American forces in the air, one of the very best of this class of fighting men America produced, Jimmy Messner, came within a hair's breadth of losing his life; in fact, escaped only by a miracle and disclosed to the Americans the deadly peril that attended them every time they joined combat in the air.

It is to be noted that in the early months of the fighting period, our boys were equipped with a discarded French plane, known as the Nieuport. This plane was altogether too delicate for real air fighting, a quick turn on top or deep swoop with an upward jump at the end, a manoeuvre constantly required of air fighters was very likely to strip the wings of all their fabric, in which event the fighter fell to the earth like a plummet, unless a miracle helped them down. A miracle helped Jimmy Messner, so he actually got to the ground, although his wings were stripped. Captain Rickenbacker thus describes the accident:

"He (Jimmy Messner) saw that the entire length of his left upper wing was stripped of fabric! And as he turned a horrified gaze at the other wing, he saw that its fabric too was even at that moment beginning to tear away from its leading edge and was flapping in the wind! So furious had been his downward plunge, that the force of the wings pressure had torn away the fabric on both his upper wings."

This frequently happened to flyers; many were killed. It was such a constant menace that our boys were not only in danger of being killed, but their ability to manoeuvre was greatly curtailed in combat. They were always afraid of this disaster, so had to circumspect their conduct accordingly. This resulted to a very material advantage to the Germans.

In a combat early in the game, Messner just as he killed a German pilot and sent his machine crashing to the earth, suddenly found the upper wing of his machine stripped of its fabric. He just barely managed to land. Almost immediately following this, another great American fighter, James Hall, commonly called Jimmy Hall, fell in combat and it was reported his trouble was the stripping of the upper wing. For a long time it was thought Hall was dead. But it seems he fell inside the German lines, his machine was wrecked, and he, himself, although injured, being taken a prisoner, but he lived.

Hall Writes of His Experiences.

Under the date of October 12th, 1918, in the New York Times, James Norman Hall writes of his experience and in this article uses the following language:

"At that period, the 94th (Fighting Squadron, the first to go into combat) was equipped with a new and untried plane, the Nieuport, type 28, single seater, rotary motor, lower wing alleron a machine built by the French Nieuport Company. It was a splendid little craft—for pleasure purposes. It climbed well, manoeuvred well, and was better than the Spad for acrobacy. But it had been rejected by the French government as being not strong enough to weather the tremendous strain to which fighting planes are subject in

combat.

"The United States Air Service had been compelled to accept them as plane equipment for the 94th, but newly arrived at the front, for the French were not able to live up to their agreement to furnish American pursuit squadrons with Spades, their best type of combat machines."

On page 64 of this book, Captain Rickenbacker, in a chapter going over the details of the things essential to guard against and bear in mind, he uses the following words:

"The dangerous frailty of the Nieuport's wings was one item to bear in mind."

On page 100, we find the following in the judgment of Captain Rickenbacker, accounting for the reason that so few American flyers were equipped and sent to France.

"Those high in authority considered it more necessary to ship infantry to France than to increase the number of pilots in aviation. Consequently the few that were first sent to the front served steadily through to the end, almost without a day's leave being granted them for rest and recuperation of spirits."

The real reason why more pilots were sent to France and prepared for active service in the air is undoubtedly that no equipment was available for them—no fighting planes or even advance student training planes.

The high officials referred to by Captain Rickenbacker failed to send flyers to France, not because they thought infantry more important, but because they knew there was no equipment for flyers, were they sent to France. In fact, there was no equipment for the great mass of flyers that were already in France and ready to take their position in the air. Only a very limited number of them were able to be supplied, even with these discarded French planes.

Again on page 117 of his book, Captain Rickenbacker speaks of the fight in the air of Lieut. Casgarin, in which he had an accident similar to that of Messner. The following language is used:

"But in recovering from the downward dive, Casgarin made the same mistake, which so many of us had made, in pulling up the Nieuport too quickly. He lost his canvass, just as Messner had done."

Continuing, Captain Rickenbacker says:

"From the frequency of these accidents to our Nieuports, it may be wondered why we continued to use them. The answer is simple—we had no others we could use!"

"The American air forces were in dire need of machines of all kinds. We were thankful to get any that would fly."

"The French had already discarded the Nieuports for the steadier, stronger Spads and thus our government was able to buy from the French a certain number of these out of date Nieuport machines for American pilots—or go without. Consequently our American pilots in France were compelled to venture out in Nieuports against far more experienced pilots in more modern machines. None of us in France could understand what prevented our great country from furnishing machines equal to the best in the world."

Many a gallant life was lost to America aviation during those early months of 1918, the responsibility of which must lie heavily upon some guilty conscience.

Terrific Arraignment of The Administration.

A more terrific arraignment of the administration for its incompetence and criminal failure in war preparation could not be made. A year before this congress had appropriated almost a billion dollars for aviation to enable our government to put through what they secretly advised Congress would be the greatest aircraft program in the history of the world. With hushed voices they whispered, "let no discussion occur, let no indications to the enemy be allowed, of our great plan. We are going to win the war and win it in a spectacular way. Give us the money we ask for to spend as we see fit and we will place on the fighting front on the first of May, 1919, 20,000 fighting craft. This swarm of 20,000 belching missiles of death, dropping huge bombs of destruction, will sweep the German armies from the field, destroy their bases, tear up their cities, and Germany will be wiped out in a twinkling." The money was appropriated and by this administration squandered. Much of it went into the pockets of men who were supposed to be at work helping the aviation program. Anyhow, it was squandered and wasted. When May 1st arrived, the crisis was unfortunately greater than anybody anticipated—that crisis which saw the German armies sweeping through France and all but smashing the lines irretrievably—that crisis found not a single American fighting plane in France, not a single bombing plane in France, and the handful of intrepid flyers we had in the air were equipped with discarded, out-of-

date planes. Glory is all to these men, who thus handicapped, wrote such a brilliant chapter in American history, but they wrote in letters of blood and most of them who wrote it are dead.

He Could See If He Took a Look.

If the Secretary of War, who came back from France and recited how the air was filled with a swarm of American fighting craft, were now to go back to France and gaze upon these silent graves of fallen American aviators, possibly there might soak into him some slight conception of the immensity of his failure.

Again on page 148, Captain Rickenbacker says:

"The British produced a S. E. 5 in 1918, which outdove and outmaneuvered the Fokker, but could not overtake it on a flat race or out-climb it. The Copwith Camel likewise came from England and proved superior to the best German fighting machines, except in the matter of diving and high ceiling. As for the Americans we had to take what machines the allied nations could spare us. Naturally, they kept the best for themselves, and our squadron of American pilots did the best they could with the second best. * * *

"For the present, however, we had to take what was given us. We felt we were not fulfilling the expectations of the people back home who had been told that we had 20,000 of the best aeroplanes in the world and all made in America. The truth is that not one American made fighting machine came to the front until after the war was ended.

"Fatalities were so numerous in the use of these Nieuports that every effort was made to secure from the French and the British better planes with which to equip our men. At least, our men who were in the air service made such efforts. As a result a few of the aviators before the summer was over, were equipped with Spads."

In speaking of this, Captain Rickenbacker says, on page 153:

"Good news awaited me at my mess I learned General Foulois had been out to see us and, after hearing the repeated stories of the narrow escapes we had with the fragile Nieuports, he had promised to secure Spad aeroplanes for our whole squadron. They were to be driven with 220 H. P. Hispano-Suiza motors and would serve to equip us second to none of the squadrons in France."

It will be observed that this is the only hope of future equipment. In the meantime with the fighting at its height at the Marne, our boys had to keep on with the old Nieuports. Thus on page 185, speaking of the handicap incident to the use of these second-rate machines, Captain Rickenbacker says:

"The particular fear that hampered me in the midst of a combat was the knowledge that the Nieuport's wings gave way under the stress of a necessary manoeuvre. Constantly I was limited in essential movements by this fear. Was there no way to strengthen these wings? Why couldn't we get the Spads that had been promised us? If I could only get a machine build according to my own design!"

Handicaps of Our Air Warriors.

When the counter offensive of the allies started July 15th, every aviator who could do anything in the air at all was called upon to aid. The American aviators were called upon to do the utmost of which they were capable. They were strained to the breaking point. When the Americans first went into the line, June first, they were handicapped by having grossly inadequate aircraft support. All the Americans were equipped with the same old castoffs, out-of-date machines up to a period in August, 1918, three weeks after the offensive had started. Captain Rickenbacker speaks of the coming of the new planes on page 209, as follows:

"By August 8th, 1918, our whole squadron was fitted out with the machines we had so long coveted. The delight of the pilots can be imagined. In the meantime we had lost a number of pilots on the clumsy Nieuports, not by reason of their breaking up in the air, but because the pilots, who handled them, feared to put them into essential manoeuvres, which they were unable to stand. Consequently, our pilots on Nieuports could not always obtain a favorable position over the enemy, nor safely escape from a dangerous position. The Spads were staunch and strong and could easily out-dive the Nieuports and our antagonists opposite Chateau Thierry sector, were, as I indicated, the very best of air men. How greatly the new Spad increased our efficiency will be seen from the results which followed."

(To be Continued Next Week)

Choice Holstein Bulls For Sale.

I have a few choice registered Holstein bulls I am offering for sale for a price much less than the same breeding can be procured elsewhere. The dams of these bulls are all good individuals and good producers; one of them Lady Aggie Ormsby of Rock won the milking contest at the recent County Fair. The sires are Maplecrest and King Segis breeding. These animals are here at home where you can inspect them; we invite the fullest investigation; come at milking time and bring your scales and Babcock tester.

F. R. Beals.

Camel CIGARETTES

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Once you know Camels you won't take much stock in premiums, coupons or gifts! You'll prefer Camel quality!

R. J. REYNOLDS TOBACCO CO., Winston-Salem, N. C.



Governor Frank Lowden, of Illinois.

Sheriff W. L. Campbell is doing some boosting for Governor Frank O. Lowden, of Illinois, who is mentioned as a presidential candidate on the Republican ticket. During the National Editorial Association's visit to Oregon this summer, the editor met several editors from that state, who spoke in the highest and most flattering terms of Governor Lowden, and from whom we are able to ascertain he is good presidential timber.

The Illinois State Journal said: Formal presentation of Governor Frank O. Lowden for consideration as the Republican candidate for president next year will be made by the Republicans of Illinois. This was decided upon late yesterday afternoon at a meeting in this city of the elective state officers and a few other party leaders. The Illinois Lowden campaign committee was launched and preliminary steps were taken toward effecting an organization for concerted and concrete action.

The movement was entirely voluntary on the part of the elective state officers who have been associated with the governor since his inauguration. The governor was not present and had no knowledge of the meeting. The framework of the organization that will sponsor the governor's candidacy was formed and plans were laid for filling in the details, which will include a definite or-

ganization in every county of the state. In addition to the general body there will be an executive organization which will include active workers devoting their entire time and attention to the movement.

Following the meeting Secretary of State Louis L. Emmerson, who presided, gave out the following statement:

"Governor Frank O. Lowden has been much in the public mind and his name has been freely discussed in the press throughout the country during the past year as the ideal type of practical, constructive, business man and administrative official, which the Republican national convention will seek next year as the party standard bearer.

Sentiment Has Crystallized.

"Much pressure has been brought to bear upon Governor Lowden by Republican leaders of all former party elements throughout the nation to permit the use of his name as a candidate for the presidency. Sentiment in his behalf has grown steadily and crystallized rapidly of late. Up to this time no united step has been taken by his friends toward perfecting a working organization in Illinois to promote his interests and present his name to the convention.

The meeting held today for that purpose was composed of all the elec-

tive state officials of Illinois, the men who have been closely associated with Governor Lowden officially during the past three years and who know intimately his great constructive and administrative ability and his fitness for the high office of president. Governor Lowden has demonstrated that clearness and breadth of vision, that soundness of judgment that fidelity to public trust, that loyalty to the ideals of free government, that courage and firmness in official action which reveal him as splendidly fitted in all ways to guide this nation through the critical years of reconstruction. He possesses the courage and zeal of Roosevelt and the caution of Taft.

"The voluntary movement inaugurated by the elective state officials today will culminate in the early selection of a large general campaign committee representative of all elements of the Republican party in Illinois, which will spread out and become nation-wide as the campaign proceeds. Illinois Republicans firmly believe that with Frank O. Lowden as president our country will enter upon a new era of development, peace and prosperity."

Can't Do the Work.

It's too much to try to work every day against a constant, dull backache or sudden darting pain in the small of the back. Be rid of it. Try Doan's Kidney Pills. Your neighbors recommend them.

Mrs. H. Lidyard, 4th Ave., Forest Grove, Ore., says: "Three years ago my kidneys were in a bad way. My back nearly killed me. It ached so. For several days at a time, I couldn't get about to do my work, my kidneys were also congested and my limbs began to swell. My head felt dull and at times I was so dizzy I could hardly stand. All sorts of spots and objects seemed to appear before my eyes. I felt so miserable I didn't care if I did anything or not. I had taken only two boxes of Doan's Kidney Pills when I began to feel better in every way. I used four boxes in all and they cured me of the backache and put my kidneys in a normal condition."

60c. at all dealers. Foster-Milburn Co. Mfgs., Buffalo N. Y.—Pd. Adv.

NOTICE.

No Hunting or Trapping Allowed.

This is to give notice that no hunting or trapping will be allowed on our farms or land east of Tillamook City. Persons who do so will be prosecuted to the fullest extent of the law.

H. F. Goodspeed,
F. M. Trout.

For Sale.

Dairy-man, this is a snap for a man who wants to make money. 150 acres, 2 1/2 miles south of Coquille, 40 acres cleared, 3/4 mile frontage on river, about 5 acres up land, balance the very finest bottom easy to clear. Fair barn on place, no house. My price is \$90 an acre if taken soon, worth \$150 now, easy terms to right man. Address Mrs. K. A. Cole, Myrtle Point Oregon.