

WHERE AIRMEN ARE TRAINED.

Field of 2500 Acres Near Dayton, O.—Able Corps of Government Instructors—Armed Men Carefully Guard Camp.

Dayton, O.—Lying in the great Miami Valley, about 10 miles north east of Dayton and near the towns of Fairfield and Osborn is the largest aviation field in the world. This field covers an area of 2500 acres purchased by Adam Schantz, representing the Miami conservancy district early in May. The Government now has a lease on the field but has not yet purchased it. Within six weeks from the date of taking over the tract the entire field was completed and the first contingent of flying students quartered on the grounds and under training. At the present time all activities at the camp are in full swing and the first graduates were scheduled to receive their diplomas the last week of August.

The field is in command of Maj. Arthur R. Christie, who saw considerable active service at the Mexican border, where he established a record for efficient flying. A large complement of the best flying instructors in this country as well as those among the Allies are now teaching the students.

Several squadrons of mechanics who are regular members of the army and whose business it is to keep the machine in perfect running order are also stationed at the field. These soldier-mechanics are thoroughly trained in the workings of aeroplanes and have the most modern devices for keeping them in first-class condition.

The field is an excellent example of modern landscape engineering. It has been rolled until it has taken on the appearance of a level stretch of prairie land and trees, shrubbery, houses and other terra firma obstructions that might interfere with a safe and clear landing for a machine have been cleared away. The traction line that formerly passed through that part of the country has been detoured around the field for a distance of 1 1/2 miles and a new line from the adjacent railroads run to the field. There are more than 100 buildings on the field, 24 of which are devoted to the housing of the machines. A thorough system of drainage has been installed.

On all four sides of the field are armed guards whom one must pass before setting foot upon the training camp. A pass is a difficult thing to secure and is granted only after a most thorough investigation by the commanding officer, the most exacting precautions being taken to guard against spies. Once inside, a person is still under the officer's watchful eyes, as one is not permitted to tour the field unless accompanied by an officer. A zone is also established around the hangars beyond which a visitor is not allowed to pass. Visitors are not permitted to take photographs on the grounds, make a flight, take notes of any kind whatsoever nor make a sketch. In short, every precaution is taken to guard against any

information that a person might obtain that would prove of advantage to the enemy.

A large number of civilian instructors are now at the field and more are arriving from training camps. Members of this corps of instructors are graduates of the government training schools, where they must pass a severe test before being given a license as an instructor. They receive from \$3000 to \$5000 a year. Civilian instructors now on duty at the field include Douglas Manning, E. L. Partridge, H. J. Norton, Ivan P. Wheaton and H. L. Allen.

The student flyers who are now at the field in training, hail from all parts of the country. These students receive their preliminary training at various universities designated by the Government before they report at this field. At these schools they take a six weeks' "ground course" in which they are taught the basic principles of flight, engine construction, telegraphic signaling, map drawing, gunnery and many other things which an officer in this arm of the service must know. If they pass their examination at the conclusion of the course they are sent to one of the fields like Wilbur Wright field; should they fail there they are sent home.

At Wilbur Wright field six students are assigned to one instructor who gives them each four or more 20-minute flights a day. A student's average length of training requires eight weeks or more, when he is given a test which he passes entitles him to a junior pilot's license. After that he will be sent to France, where he will undergo another and more severe training under allied instructors for a month or more when he will be ready for active service against the Germans.

While at the field the students receive \$100 a month salary, the same pay given in the officers' reserve training camps. They are classed as privates and are required to do police and guard duty.

When flying at the field the students are limited to a flying height of 700 feet and are not permitted to pass beyond the boundaries of the field. However, a long-distance flying course is now partly mapped out which will extend from the field to the officers' reserve training camp at Ft. Benjamin Harrison in Indiana. The distance is about 110 miles. Maps of the route will be supplied the flyers when starting on the trip. Landing places consisting of open fields will be located along the route at a distance of five miles apart where the aviator may land, but only in case of emergency.

All the principal cities along the route a high tower will be erected from which will shine a light to steer the aviator on his way, as night flights as well as day will be taken. A more extensive route will be completed later which will take the flyer from Dayton to Pittsburgh, Pa.; to Columbus, then to Dayton, O.; to Richmond and Indianapolis, Ind.; to Rantoul and Chicago, Ill.; to Ft. Wayne, Ind., and return to Dayton. Bridges, buildings and various kinds of structures may be erected for the airmen to drop bombs on as a test of their eyesight.

The Standard airplane made by the Standard Aero Corporation of New Jersey, and the Curtiss J-N4, made by the Glenn H. Curtiss Company of New York, are the two types of machines now in use at the field. These machines are of a low horse power, but possess a great wing breadth, which makes them ideal for training purposes. A "Spad" and a Nieuport machine, both foreign make, will be used by the students for instruction in mechanism.

Women Should Have the Ballot, Says Roosevelt.

Oyster Bay, N. Y., Sept. 8.—Women are entitled to the ballot as a right and not as a favor, Col. Theodore Roosevelt told a gathering of about 500 suffragists and their friends who motored to his home at Sagamore Hill this afternoon. He declared himself most emphatically in favor of woman suffrage and was heartily applauded when he said:

"On the whole the citizen whom I pay the greatest deference as doing the most indispensable of all duties, is the mother. I will put her ahead of every other human being. To deny the mother the vote seems to me something so preposterous that our descendants will fail to understand our claim of being self-governing and democratic and yet deny it."

Charged With Complicity In Lynching of Preacher.

York, S. C., Sept. 7.—Meek McGill,

postmaster of Hickory Grove and Carson Lattimore, a policeman of that place were arrested and placed in the county jail here today on charges of complicity in the lynching on August 24 of W. T. Sims, a negro preacher of this county.

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