

THIS  
ISSUE

Plans of Thompson Trophy Winner

NOVEMBER 25c

# POPULAR AVIATION

See Page 22



THE SEVERSKY P-35

Illustration by  
Bolin



# A Noted Aviation Achievement

By ALFRED CELLIER

A graphic description of the massed flight that crossed from England to France during the World War. In view of the primitive equipment, this was truly a marvelous and daring undertaking.

PIONEER aviation's greatest achievement was, without a doubt, the massed flight which crossed from England to France upon the outbreak of the World War. The historical significance of that occasion has generally been forgotten and overlooked as we endeavor to keep pace with later developments.

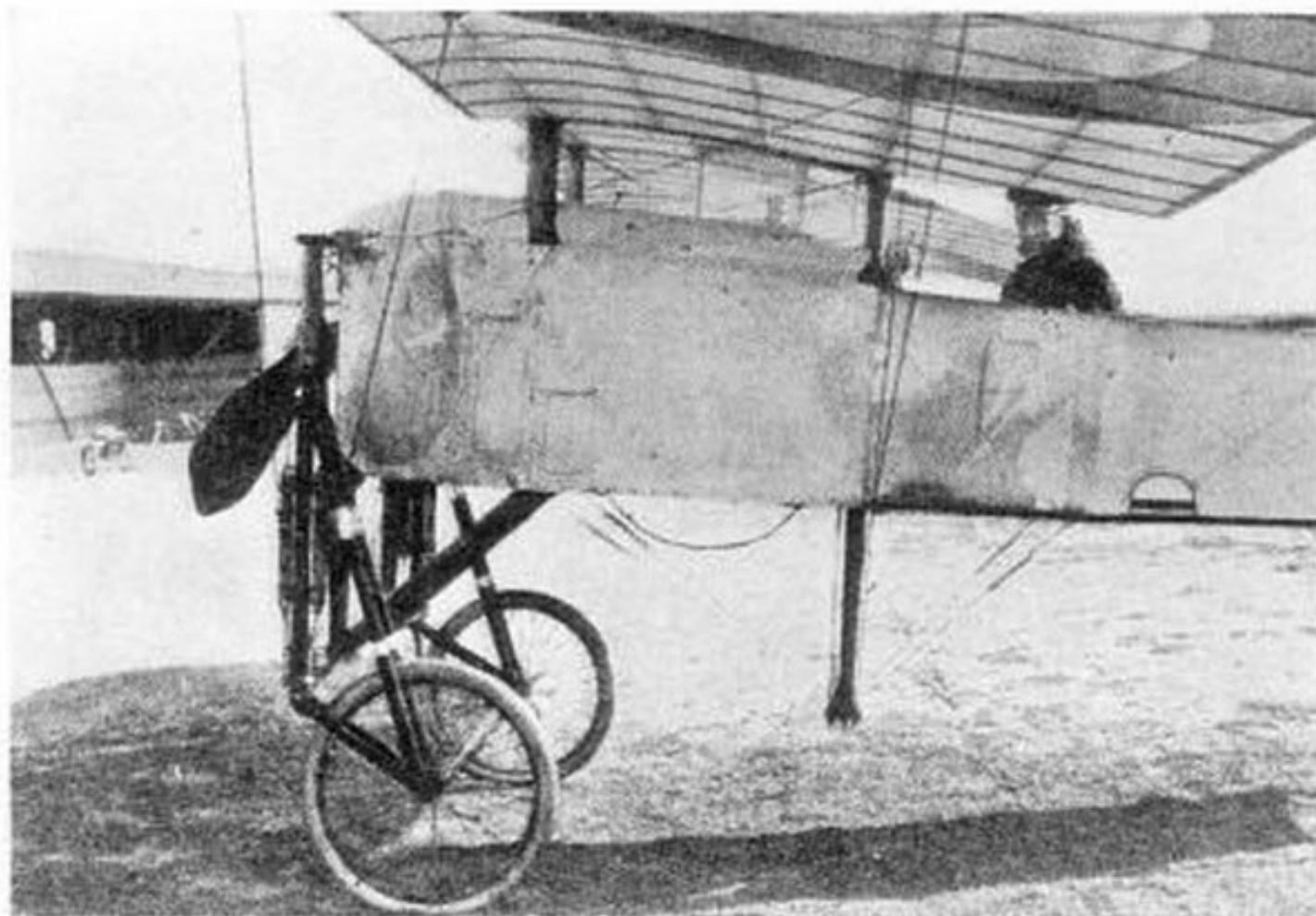
Aviation was then in its infancy, and it is only necessary to look back on the diversity of types of those underpowered and frail machines to realize the great undertaking of that gallant band of airmen who flew them.

For sometime previous to the commencement of hostilities, mobilization plans had been perfected and issued to the tiny Royal Flying Corps. On the day that war was formally declared these plans were carried out. Within a few days Squadrons 2, 3, 4 and 5 had concentrated at Dover, under the command of Brigadier-General Sir David Henderson, in preparation for flying over the English Channel.

The day previous to the crossing saw the flying corps' first casualties of the war. As the preparations were going on and a few straggling machines arrived, Lieutenants R. R. Skene and R. Keith Barlow were killed when their airplane crashed during a bad landing.

With everything set, the flight to France took place at 6:25 a. m. on August 13, 1914, just six days after war was declared. This feat accomplished by 63 airplanes has gone down in history with glorious acclaim.

The first to land on the previously prepared French aerodrome was Lieutenant H. D. Harvey Kelly, who, flying



A 1914 Bleriot monoplane, of the high-wing type but with the same form of landing gear used on the earlier cross-channel type.

a B.E.2, came down at Amiens at 8:20 a. m. Headquarters of the Royal Flying Corps meanwhile was established at Maubeuge. The last of the units to arrive at Amiens was the Aircraft Park, consisting of 12 officers and 162 men. This organization had brought with them twelve spare airplanes for replacements, eight of which had been flown over with the original units a few days before.

Of these four combat squadrons that flew to France, Numbers 2 and 4 were completely outfitted with B.E.'s. Number 3 Squadron was made up of some

Bleriot and Maurice Farmans, while Number 5 Squadron was composed of Avros, B.E.8's and Henri Farmans. The Aircraft Park had a little of everything. Altogether, the little force that went to France comprised 105 officers and 755 men, the non-flying personnel with the equipment of the squadrons having been transported by boat.

This left the home establishment just about stripped, there remaining 41 officers who were assigned to the three remaining squadrons and staff and school duties. The machines then assigned to the home establishment numbered 116 of various makes.

As the squadrons were moving from Amiens to Maubeuge, on August 16th, the second casualties occurred when a B.E.8 of Number 3 Squadron, piloted by E. W. C. Perry with H. E. Parfitt as his observer, crashed on the Amiens aerodrome and burned, killing the crew. Just two days later a similar accident took place at Perronne, in which Lieutenant R. R. Smith-Barry and Corporal F. Gerard were killed in the same type of machine.

After arriving at Maubeuge, the squadrons carried out reconnaissance for the British Army which was then engaged in the start of the Mons battle. Through the efficient scouting of this small force, it was not long before their army found that they owed their existence to the flying corps, as on several occasions the information they brought back prevented them from being trapped and annihilated.

Losses in action were yet to come



A standard Bleriot monoplane of 1914, showing the unusual method of mounting the Lewis gun. This is what might be called a "tripod mounting."



and on August 22nd, a machine failed to return from a patrol. This was an Avro two-seater of No. 3 Squadron, with Lieutenants V. Waterfall and C. G. Bayly, who were shot down by rifle fire of German infantry near Fournes. Later that same day, Sergeant-Major Jillings was shot through the leg by enemy fire while observing from a machine of No. 2 Squadron. His wound, likewise was from an infantry rifle.

As the Germans were all the while rapidly advancing, the small British Expeditionary Force was compelled to retreat and headquarters of the Royal Flying Corps fell back to Le Cateau, on August 24th, and in the next two days, to St. Quentin and Le Fere. Eventually, by September 4th, they established themselves on the abandoned French aerodrome at Melun.

During the interim, on August 26th, Lieutenant G. F. Pretymann, with Major L. B. Boyd-Moss as observer, in Bleriot No. 387 of No. 3 Squadron, were shot down from an altitude of three thousand feet by German anti-aircraft artillery. They were "Archies" first victims.

Enemy aircraft, at this time, were rather few and far fetched in the British sector. It was not until the 22nd of August that the first German machine, an Albatros, was sighted. It flew over the Maubege aerodrome apparently endeavoring to learn the strength of the Royal Flying Corps. Several machines took off to give it combat but it soon got away.

Three days after that a German machine of the monoplane type was forced to land within the British lines, while a second was forced down at Le Quesnay. On the 29th, a German airplane made its appearance over the newly established field at Compiègne and dropped three small bombs but they did no damage.

On September 7th, the headquarters of the Royal Flying Corps moved to Touquin, finally locating at Fere-en-Tardenois a week later, where preparations were made for the Aisne battle. The squadrons, in the meantime, changed their aerodrome to Saponay. It was from this base that Lieutenants L. Davis and W. R. Freeman, while on a reconnaissance mission for No. 2 Squadron, were forced to land behind

the German lines on account of engine trouble.

A month of active service had passed and it was found that replacements were needed in both machines and personnel. In response to the request for these, five machines—a Bleriot, two B.E.2's, a B.E.8 and an R.E.1—were dispatched with their crews to fill the vacancies. These were followed a few days later by a flight of Maurice Farman's, of No. 4 Squadron, which had remained in England. These latter machines were very welcomed additions, for their type of construction allowed a gunner to sit out in front with a clear arc of fire and they were the only real fighting planes up to that time.

Continuous aerial operations brought on more casualties and on September 22nd, Lieutenant G. W. Mappleback, of No. 4 Squadron, was wounded in the leg when attacked by an enemy Albatros. Although an observer had previously been wounded, Lieutenant Mappleback was the first pilot to be wounded while in the air. It was at this time, also, that Captain L. A. Strange dropped two 20-pound bombs on two converging lines of cavalry at a cross road. This was the first damage ever inflicted by aerial bombs, and it resulted in many casualties and the stampeding of the horses.

By October 12th, it became necessary to move the headquarters of the flying force from Fere-en-Tardenois to St. Omer, and within a week No. 6 Squadron which had been acting as a depot reserve in England flew to Bruges. After operating in that vicinity and covering the retirement from Ostend to Dunkirk, they reported for duty at St. Omer.

Air combat that had become lax was again engaged in on November 22nd, when Lieutenant F. G. Small and Captain L. A. Strange, of No. 5 Squadron, forced down an Albatros two-seater and took the crew prisoners. It was found that the German machine had been hit twenty times by their bullets.

With 1914 at an end, the Royal Flying Corps had tasted its baptism of fire and had accomplished a great deal of valuable work. There is, however, still more that must be told as regards the massed flight.

(Concluded on page 64)

## A Memorial for the 27th Aero Squadron

27th AERO SQUADRON

VICTORIES OVER ENEMY AIRCRAFT

| Name                  | Rank       | Victories |
|-----------------------|------------|-----------|
| Frank Luke            | 2nd Lieut. | 18        |
| Joseph D. McCubbin    | Captain    | 6         |
| Joseph R. Miller      | 1st Lieut. | 5         |
| Joseph F. Wehner      | 1st Lieut. | 5         |
| Alfred A. O'Neal      | Captain    | 3         |
| Wm. J. Moore          | 1st Lieut. | 3         |
| Donald H. Hadden      | 1st Lieut. | 3         |
| Blair A. Roberts      | 1st Lieut. | 3         |
| Wm. H. Clapp          | 1st Lieut. | 2         |
| Russell H. Coffin     | 1st Lieut. | 2         |
| Thos. E. Lannon       | 1st Lieut. | 2         |
| Frank W. Nelson       | 1st Lieut. | 2         |
| Raymond W. Richmond   | 1st Lieut. | 2         |
| Ralph S. Smith        | 1st Lieut. | 2         |
| Frank M. Bailey       | 2nd Lieut. | 1         |
| Levitt D. Corbin      | 1st Lieut. | 1         |
| Joseph D. Quinn Jr.   | 1st Lieut. | 1         |
| Harold E. Hartney     | 1st Lieut. | 1         |
| Harold W. Howell      | 1st Lieut. | 1         |
| Walter A. Lannon      | 1st Lieut. | 1         |
| Eugene L. McCubbin    | 1st Lieut. | 1         |
| Charles G. Loomis     | 1st Lieut. | 1         |
| Robert W. Nelson      | 1st Lieut. | 1         |
| Robert F. Hammond Jr. | 1st Lieut. | 1         |
| Edmund W. Barker      | Captain    | 1         |
| Wm. J. Moore          | 1st Lieut. | 1         |
| Wm. J. Moore          | 1st Lieut. | 1         |

The 27th Squadron Memorial Tablet.

ABOVE is the bronze memorial tablet carrying the names of the members of the 27th Aero Squadron who won victories over the enemy.

First and foremost is Frank Luke, the "Balloon buster," who won 18 victories over enemy planes and balloons. Altogether, as the photo shows, this squadron boasted six "aces" with a total of 40 victories. A total of 77 victories is credited to the whole squadron.

Reading up and down the columns, we see such well known pilots names as Eugene McCubbin, Joseph Wehner, Thomas Lannon, etc.

## A New Stunt for Seaplanes

AS an ardent fisherman, Alexander P. de Seversky realized that the most helpless man in aviation is a pilot trying to beach or anchor a seaplane alone. So he invented an automatic anchor.

When he dropped down on a secluded lake in the amphibian in which he established a world speed record of 230 miles an hour, Seversky found himself at the mercy of the slightest wind or current, and the whirling propeller prevented his getting to the nose of the pontoons to drop anchor or tie up. Even the largest seaplanes are delicately susceptible to a slight breeze or water movement, so that the pilot usually has to keep his propeller turning to maintain his position.

Seversky's new anchor in its retracted position becomes the rubber or leather-covered bumper on the nose of the pontoon. It is released from the pilot's cockpit and so designed that it digs into the bottom like any marine anchor.

To "up anchor," the pilot taxis slowly over the anchor, lifts it vertically, and reels it back into its nest in the nose of the pontoon. The device may be used on both pontoons of a seaplane, or on the nose of a flying boat.



This 1909 Bleriot Type XI monoplane, still in flying condition, is owned by The International Horseless Carriage Corporation, Brooklands Track, Weybridge, England.



## Air Mail

(Continued from page 42)

terested in knowing that this first air mail service also brought about the first anti-aircraft artillery. The Prussians, dismayed at seeing the balloons floating serenely overhead, hurriedly ordered the Krupps to build "archies" to shoot down the bulbous messengers of the wind. However, like the cavalry, used to chase the balloons without success, as well as the hawks, trained to intercept the homing pigeons, the anti-aircraft guns bombed away in utter futility until the starved city finally fell.

## Early Flights

(Continued from page 26)

While the army was engaged in flying across the Channel, a Royal Naval Air Service Squadron crossed the same day. This unit was composed of seaplanes, under the command of Flight-Lieutenant E. T. R. Chambers. Arriving at Ostend on August 13, 1914, they established a temporary base from which they operated while the expeditionary force was crossing to France. On August 22nd, this squadron returned to England.

It is right here that the author de-

sires to clarify something. The first crossing has very often been attributed to Commander C. R. Samson's naval landplane squadron from Eastchurch. This squadron in question did not fly from that station to Ostend until August 27th, 1914. As that unit did some admirable work upon its arrival, it is not the intention to belittle it but rather to give credit where it is due. Samson's squadron consisted of three B.E.2's, two Sopwiths, two Bleriot's, one Henri Farman, one Bristol and one Short, the latter having wheels substituted for its floats.

Once at Ostend, Samson's squadron cooperated with the Marine Brigade carrying out daily reconnaissance until August 28th, when they had to withdraw from that place before the German advance. The next move was to Dunkirk where they were given some armored cars in which they achieved considerable fame as ground fighters on the days they could not fly. From there they moved to Antwerp, staying until October 3rd, whence it became necessary to retire from that place. They then moved up to Ypres and Poperinghe.

With the decision to establish a permanent naval air station at Dunkirk, the British decided to dispatch a squadron of seaplanes there. This unit, under the command of Squadron Commander J. W. Seddon, arrived on October 30th, and was the ninth British squadron to fly across the English Channel in 1914. Previous to the arrival of this unit another naval squadron, under the command of Commander Spenser Grey, had established a base at Antwerp but abandoned it on October 8th, when the town was evacuated.

The Antwerp base had been established with the primary object of carrying out their attacks against the German Zeppelin sheds to hinder raids on England. When it was foreseen that the Antwerp base would have to be abandoned, it was decided to carry out the attacks on Dusseldorf and Cologne that same day.

Consequently, Commander Grey and Flight Lieutenant Marix each took off

## FREE COUPONS!!!!

We are always working to further goodwill between our company and our customers and here is another one of the instances. We want our customers to share in our profits. In all orders sent to the HEATHE MODEL AIRPLANE CO., we will include HEATHE PROFIT-SHARING COUPONS which are redeemable for valuable gifts and prizes. All you need do is send us an order and we will send you your coupons and full particulars on how to secure these valuable prizes. Remember this is not a contest; everyone shares our profits.

Write NOW! Every delay means losses to you.



## POST-ROGERS LOCKHEED

A 3 ft. Scale Craft Flyer; a fitting souvenir of these two great inventors... complete with aluminum cowling, carved prop, printed wood simplified plans, etc., etc., only plus 25c postage. **\$1.50**

## GAS MODEL BUILDERS

Here's what you've been waiting for... a catalog and handbook of accessories for constructing record-breaking gas models. Written by champions. Contains gas model hints, photos of champions and their models, success stories of their championship flights. Free—but will appreciate 2c postage for handling!



## MONOCOQUE "145"

A 3 ft. Scale Craft Flyer; a model you would be proud to own... make this your next model... complete with aluminum cowling and carved prop, etc., etc., only plus 25c postage. **\$1.25**

## Only HEATHE Can Guarantee 24 Hour Service

|   |  |  |   |  |
|---|--|--|---|--|
| <b>BALSA WOOD</b><br>(If 30" lengths are desired just double price)<br>18" BALSA STRIPS<br>1/32x1/16...100 for .05<br>1/16x1/16...100 for .05<br>1/16x1/8...25 for .05<br>1/16x3/16...20 for .05<br>1/16x1/4...17 for .05<br>3/32x3/32...21 for .05<br>1/8 x 1/8...20 for .05<br>1/8 x 3/16...14 for .05<br>1/8 x 1/4...10 for .05<br>1/8 x 3/8...8 for .05<br>3/16x3/16...10 for .05<br>3/16x1/4...8 for .05<br>3/16x3/8...6 for .05<br>1/4 x 1/4...8 for .05<br>1/4 x 3/8...5 for .05<br>1/4 x 1/2...4 for .05<br>1/2 x 1/2...3 for .05 | <b>SANDPAPER</b><br>Per package... .05<br>18" BALSA SHEETS<br>1/32 x 2...5 for .10<br>1/32 x 2...7 for .10<br>1/16 x 2...7 for .10<br>3/32 x 2...6 for .10<br>1/8 x 2...5 for .10<br>3/16 x 2...4 for .12<br>1/4 x 2...3 for .11<br>1/2 x 2...2 for .12  | <b>FLANGED BUSHINGS</b><br>Doz.<br>1/16 diam. x 5/32... .05<br>1/16 diam. x 7/32... .08<br>3/32 diam. x 1/4... .10<br>1/8 diam. x 1/2... .20 | <b>BALSA BALLOON WHEELS</b><br>(Machine Turned)<br>1/2" diam. per pr... 3c<br>3/4" diam. per pr... 4c<br>1" diam. per pr... 5c<br>1 1/2" diam. per pr... 7c<br>1 3/4" diam. per pr... 12c | <b>3 BLADED PROPS</b><br>1 1/2".....10c ea.<br>2".....15c ea.<br>2 1/2".....20c ea.<br>3".....25c ea.                                      |
| <b>18" BALSA PLANKS</b><br>1" x 1"......07<br>1" x 1 1/2"......09<br>1" x 2"......11<br>1" x 3"......15<br>1 1/2" x 1"......15<br>1 1/2" x 1 1/2"......19<br>1 1/2" x 2"......25<br>1 1/2" x 3"......40<br>1 1/2" x 4"......75  | <b>COLORED DOPE</b><br>White, yellow, orange, red, green, olive drab, blue, black, silver, gold.<br>1 oz......05<br>2 oz......10<br>4 oz......19<br>1 pint (16 oz.)... .60   | <b>ALUMINUM LEAF</b><br>1,000 of an inch in thickness, 3 1/2" wide! 5 feet for..... .05  | <b>CELLULOID PANTS</b><br>For 1/2" wheel 15c<br>For 3/4" wheel 30c  | <b>PURSUIT MACHINE GUNS</b><br>1/2" Pursuit Gun 5c<br>1" Pursuit Gun 5c<br>1 1/2" Pursuit Gun 10c  |
| <b>COLORLESS CEMENT</b><br>1 oz......05 2 oz......08<br>4 oz......15 1 pt......50   | <b>THINNER SAME PRICE AS CLEAR DOPE.</b><br>FINEST PARA RUBBER<br>1/32 x 1/32 20 ft. .05<br>225 ft. skein......30<br>.015 square 20 ft. .05<br>225 ft. skein......40<br>3/32 flat 20 ft. .05<br>225 ft. skein......40<br>1/8 flat 17 ft. .05<br>225 ft. skein......55<br>3/16 flat 12 ft. .05<br>225 ft. skein......80 | <b>JAPANESE TISSUE</b><br>(White)<br>2 for 5; Per doz. .18   | <b>CELLULOID TUBING</b><br>1/16" O.D. per ft. 9c<br>3/32" O.D. per ft. 7c<br>1/8" O.D. per ft. 8c<br>3/16" O.D. per ft. 10c<br>1/4" O.D. per ft. 10c                                      | <b>SWIVEL GUNS</b><br>3/4" long..... 5c ea.<br>1" long..... 5c ea.<br>1 1/2" long.....10c ea.  |
| <b>BAMBOO</b><br>1/16sq x 12" 35 for .05<br>1/16sq x 11" 1 for .01<br>1/16sq x 11" 12 for .07   | <b>FREE</b><br>With every order of \$1.50 or over, 250 ft. of the finest fresh 1/4 flat Para Rubber, free. Add 10c for handling charge of Free Rubber. Free supplies with all other orders.  | <b>COLORED TISSUE</b><br>2 for 5; 1 doz..... .20   | <b>CELLULOID WHEELS</b><br>1/2" dia. pr..... 5c<br>3/4" dia. pr..... 7c<br>1" dia. pr.....10c<br>1 1/2" dia. pr.....16c   | <b>DIE CAST WING AND TAIL LIGHTS</b><br>3 pc. to a set for 12" model.....10c ea.<br>15" model.....20c ea.<br>24" model.....30c ea.         |
|   |  | <b>MUSIC WIRE</b><br>(Straightened)<br>.014, .020, .028, .034<br>6 feet......03<br>12 feet......06   | <b>DUMMY RADIAL ENGINES</b><br>1 1/2" dia.....18c<br>2" dia.....23c<br>3" dia.....34c   | <b>MOTOR NOSE PLATES</b><br>For 1 1/2" motor 10c ea.<br>For 2" motor 15c ea.<br>For 3" motor 20c ea.                                       |
|   |  | <b>THRUST BEARINGS</b><br>(small or large)<br>Each......01 1/2<br>Per dozen......15  | <b>CELLULOID MOTOR AND DRAG RING COMBINED</b><br>1 1/2" dia.....each .18<br>3" dia.....each .35   | <b>ALUMINUM COWLINGS</b><br>Anti.<br>Size drag Open Closed<br>1 1/2" 20c 20c 20c<br>2" 25c 25c 25c<br>2 1/2" 25c 30c 30c<br>3" 30c 35c 35c |
|   |  | <b>MODEL PINS</b><br>Per package..... .05  | <b>CAST PEDESTALS</b><br>for all size solid models<br>Each......10c   | <b>BALSA PROPS</b><br>3".....5c<br>4".....6c<br>5".....7c<br>6".....8c<br>8".....10c<br>10".....12c  |
|   |  | <b>DOWELS</b><br>1/16 dia. x 12" 60z. .09<br>1/8 dia. x 18" 2 for .03<br>3/16 dia. x 18" 1 for .03<br>1/4 dia. x 18" 1 for .04               | <b>MODEL BUILDERS RAZOR KNIFE</b><br>Each......10c  |  |
|   |  | <b>REED</b><br>1/16" diam. 10 ft. .05<br>3/32" diam. 8 ft. .05<br>1/8" diam. 6 ft. .05   | <b>BOMBS</b><br>1/2" long..... 4c ea.<br>1 1/2" long..... 9c ea.<br>3" long.....14c ea.   |  |
|   |  | <b>INSIGNIA SHEET</b><br>12 pr. and Rudder and Tail markings—each only..... .05  | <b>2 BLADED PROPS</b><br>1 1/2".....9c ea.<br>2".....14c ea.<br>2 1/2".....18c ea.<br>3".....20c ea.  |  |
|   |  | <b>WASHERS</b><br>1/8 O.D. 1" per doz. .01<br>Per gross......10<br>1/4 O.D. Per doz. .01<br>Per gross......10                                | <b>BAMBOO PAPER</b><br>2 sheets for..... .15  |  |

Dealers, Clubs: Send for Latest Discounts

**HEATHE MODEL AIRPLANE CO.**  
438-A11 East 98th St., Brooklyn, N.Y.

## "MASTER" CATALOG

that saves modelbuilders time, trouble and money on their purchases

## NOW READY!

Featuring Gas Engines, Kits, Supplies, etc.

**BIGGEST** catalog ever offered modelbuilders and home craftsmen. Greatest array of gas engines and supplies ever gathered in one book; Gas airplane kits. Over 100 authentic C-D flying model airplanes; solid model airplanes. Largest assortment of small hard-to-get electric motors in the U. S. All kinds of inexpensive hand tools, micrometers, etc.; tiny electric equipment for modeling purposes. Ship Kits and supplies. All kinds of new modelmakers' cements and liquids (including finest Bakelite model varnishes yet developed). Laminated gas model props; largest assortment of cut balsa props ever assembled, and hundreds of other items you need. This book brings you the newest and latest—no modelbuilder can be up-to-the-minute without it. Thousands are already sold. Don't miss getting a copy. Rush 10c today for yours! No free copies.

(OUR 3c, C-D model airplane catalog discontinued.)

**DEALERS:** Brand new proposition! Just in time to catch the Fall demand. Higher discounts—reduced prices. Wire or write at once!

**Cleveland Model & Supply Co., Inc.**  
1866PA West 57th St., Cleveland, Ohio, U. S. A.



in a Sopwith Tabloid armed with four 20-pound bombs. Both reached their objectives accordingly. Squadron Commander Grey got over Cologne, but due to the thick fog was unable to find the huge hangar. Flight Lieutenant Marix was more successful, not only in finding the shed but in destroying the Zeppelin Z-9 which was in it.

With further plans evolved to carry out a raid on the Zeppelin factory and hangars at Friedrichshafen, permission was received from the French to use the Belfort aerodrome. While this was being arranged a squadron of four 80-horsepower Avros was gathered under Squadron Commander E. F. Briggs.

On November 21st, with an improvement in the weather, the raid was carried out and a large amount of damage was done to the sheds and the gas works of the Zeppelin plant was blown up. Only one thing marred the complete success of the expedition and that was the failure of Commander Briggs to return. While over Friedrichshafen, the gasoline tank of his machine was punctured in several places by machine gun bullets and, wounded, he was forced to land and was taken prisoner.

In reviewing these aerial activities which took place during 1914, consideration must be given to the fact that aviation was only in the pioneer stages. To take planes that were scarcely stable enough for exhibition stunt flying and adapt them to military service was a heroic accomplishment. **END**

## Airy Chat

(Continued from page 12)

unable to give our readers much help on this subject at the present time.

However, we are just on the brink of performing some experimental work along this line, and if our idea works out, will publish a full account of the equipment with notes for its construction. This is really a hard problem to solve because of the weight limitations placed on the apparatus, hence we cannot promise an early solution of the matter. Wait and hope.

**T**HE ability to control a gas driven model from the ground like a robot plane, will mean much to the gas model constructor. It will eliminate all of the running and chasing that has been an essential feature of gas model flying up to date and will therefore prolong the life of the shoes and auto tires.

**M**ANY readers have written to us about the well liked "What Our Readers Are Building" department that was temporarily discontinued several months ago.

This department was suspended because of certain changes taking place in the makeup of the magazine at that time, but we will assure anxious readers that it will be restored at an early date. This has proved to be a popular department for nearly all our readers and has

been a very interesting one for the editors as well as the readers. It demonstrates what can be accomplished in aviation with only a limited amount of capital.

**L**AST year, we believed that the transatlantic fad had died out, but this year sees a full revival of this quaint custom. The funny part of the thing is that they did not do half as well this year, in spite of the improved instruments, as the pioneer ocean flyers did several years ago with scarcely any navigational instruments at all.

**W**E are strongly in favor of a Department of Air in this country which will be the sole and undisputed authority in aviation. To be thoroughly effective, it must be entirely independent of other government bureaus and should be in charge of navy and army aviation as well as private and commercial flying. And—needless to say—should be independent of political connections, if that is possible.

**I**T is with regret that we announce the omission of Mr. Roddy's "High-Lights and Side-Lights" which has greatly interested our readers. Because of Mr. Roddy's poor health, he will be unable to do any writing, at least for some time to come.

Well, we're bumping into the ads again. So long.—J. B. R.

**Here is YOUR "BABY CYCLONE"**

**...AND YOU GET WHAT YOU PAY FOR**

This photograph is the greatest advertisement we could publish to convince you that "Baby Cyclone" is the "biggest name in little engines."

Better than any written guarantee is the fact that this big production assures you that your Baby Cyclone Engine is a standard engine exactly like every other Baby Cyclone Engine in performance, dependability and value.

If you want these qualities in your power plant—if you want honest merchandise that is not sold to you as an experiment, Baby Cyclone has the biggest value to offer you. It is made right by an old reliable firm. It is sold to you at the right price—you get exactly what you pay for. And it will run right in your airplane.

Your Baby Cyclone Engine has been fully inspected, tested and actually run in. The same day your order is received it will be rushed to you, and you will receive it with full confidence that it is the finest miniature power plant your money can buy. Fill in the handy coupon and mail it today.



**FILL UP THE GAS TANK AND YOUR BABY CYCLONE ENGINE WILL BE SHIPPED AT ONCE**

**BABY CYCLONE Engines**

THE BIGGEST NAME IN LITTLE ENGINES

**AIRCRAFT INDUSTRIES**  
Major C. C. Massey, Pres.  
Grand Central Air Terminal  
Glendale, Los Angeles, California

Send me prepaid the items checked below for which I enclose P. O. money order:

☐ Baby Cyclone Engine at \$15.75

☐ California Chief Kit at \$7.90

☐ Special Racing Prep at \$1.50

☐ Engine, Kit and Prep at Special price of \$21.50

Name \_\_\_\_\_

Address \_\_\_\_\_