NOTICE

TAXES FOR BLOOMFIELD TOWNSHIP

Will Be Received, Beginning

Tuesday, December 15, 1925

— AT THE —

BLOOMFIELD TOWNSHIP OFFICES

We expect to be moved to our new office in the First State Bank Building, by December 15th.

(Signed) **Martha Dewey Wilson**
Bloomfield Township Treasurer.

NOTICE

TAXPAYERS OF TROY TOWNSHIP

Beginning on December 28, 1925, until January 9, 1926, I will be at the following places to collect taxes for the Township of Troy:

Big Beaver, December 28, 1925, and Jan. 4, 1926.
Troy Corners, December 29, 1925, and Jan. 5, 1926.
Clawson, December 30, 1925, and Jan. 6, 1926.
Birmingham (First National Bank), Dec. 31, 1925.
Birmingham (First State Sav. Bank), Jan. 7, 1926.
Council Corners, January 2, 1926.
At home, January 8, 1926.
Town Hall, January 9, 1926.

COLLECTING HOURS FROM 9:00 A. M. TO 4:00 P. M., EACH DAY

All taxes paid on or before January 9, 1926, taken at one per cent; after that date, four per cent.

After banking hours only checks will be accepted, except for small amounts.

Mail all checks to

John Truesdell,
R. F. D. No. 3, Birmingham, Michigan.

R. I. CORYELL, AVIATION ACE, IN WORLD WAR, SUPPORTS COLONEL MITCHELL'S IDEA

(Continued from Page 1)

the Morain Parasol was probably the fastest plane at low altitudes but was not a fast climber, had a low ceiling, and could not maneuver as well as a Spad. The Nieuport was a fast plane, which could maneuver well, but on account of its rotary motor did not have many changes of speed. It also caught fire readily in the air, to which the fliers took great objection. The Fokker D VII was undoubtedly the fastest climber and ranked with the Spad as the best all around plane, being used largely by the Germans at the close of the war. It had an inherent weakness due to internal wing bracing, however, which sometimes allowed the plane to collapse when the pilot attempted to pull out of a long dive. This was a popular characteristic, that is, to the opposing fliers. The American Liberty-DeHaviland was a two-seated plane and too clumsy for pursuit work.

Observation Plane

For observation purposes a two-seated plane was popular and of all the phases of work the American plane was probably best adapted for this. The French favorite plane was the Salmson, which had a rotary motor and handled very nicely. The principal objection against the American plane in this work, as I understand, was that the pilot and observer were situated too far apart to talk to each other and had to communicate either by sign language or by a puff on reins fastened on the pilot's arm. The gas tank on this plane in the war, also, did not have the fireproof covering on the gas tank with which certain other planes were provided. When the tank was pierced by an incendiary bullet the gasoline was set afire, giving rise to the name of "flying coffin." Strange to say, this feature was not popular with the fliers. Another plane used earlier in the war was the Sopwith, which lacked strength due to too great a span between the struts and the fuselage. Now and then a pilot would attempt to "stunt" in Sop the same as he would a regular play, with the result that the wings would "flop away" and leave him. When we were temporarily assigned to the 90th Squadron it was rumored that we would be assigned an obsevation area to work with the Sops which were assigned to us at the time. It appeared entirely logical to us at the time that we would be assigned to observation duty, inasmuch as we had not trained for that, but for bombing. However, we were soon transferred to the 96th Squadron and given bombing objectives.

Bombing Aviation

Bombing Aviation was divided into Day Bombing Groups and Night Bombing Groups. There were two Day Bombing Groups formed, one to each of the First and Second Armies, but the Second Bombing Group did not get into action. Planes were ready to leave the field on November 11th, 1918, when a message appeared to call off the raid. In the First Day Bombing Group the first squadron to start operations was the 96th Squadron which commenced operations a month before the Armistice and doubtedly the most popular plane among the French and Americans for day bombardment purposes. It had a 300 H. P. Renault motor and strong construction of metal parts. The DeHaviland appeared later with a 400 H.P. Liberty motor which seemed out of proportion with the wing spread of the plane for bombing purposes. While the plane was undoubtedly faster at a lower altitude than the Breguet it could not climb with which certain other planes were provided. When the tank was pierced by an incendiary bullet the gasoline was set afire, giving rise to the name of "flying coffin." Strange to say, this feature was not popular with the fliers. Another plane used earlier in the war was the Sopwith, which lacked strength due to too great a span between the struts and the fuselage. Now and then a pilot would attempt to "stunt" in Sop the same as he would a regular play, with the result that the wings would "flop away" and leave him. When we were temporarily assigned to the 90th Squadron it was rumored that we would be assigned an obsevation area to work with the Sops which were assigned to us at the time. It appeared entirely logical to us at the time that we would be assigned to observation duty, inasmuch as we had not trained for that, but for bombing. However, we were soon transferred to the 96th Squadron and given bombing objectives.

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Night Bombing

For night bombing, which was not indulged in by the American, due to lack of planes, Handley Pages and Caproni were mostly used. These were large planes capable of great lifting power, in which the necessity of speed was eliminated by the fact that they could not be followed and found successfully at night by pursuit planes. The great noise generated by its own motor prevents a pilot from hearing another plane, also the latter may be close at hand, which explains to the ground observer why two to many planes may apparently pass close by but not see each other.

For trench strafing the Germans used the Junker, an armored plane, which protected the inmates from ground rifle fire. The Allies had not yet developed a close counterpart of this plane.

From the above it may be seen that no one plane could fill all the qualifications necessary for the above phases of military aviation. In the classification of observation may be put the squadrons directing artillery fire, and those maintaining contact with infantry. Altho the work was different the types of plane used is more or less the same.

U. S. Work Incomplete

Some take the stand that American aviation during the war was a failure while others maintain that it was a complete success. The writer believes that from the standpoint of development of aircraft that our work was incomplete, and that if the war had progressed a little longer, more complete types would have been evolved. Apparently the authorities in charge of our aviation up to the beginning of the war learned little or nothing of the progress of foreign countries, and the time allotted to our participation was far too short for the work to be done in the manner in which it was attempted. From the standpoint of the operation of squadrons in the field it must be remembered that American squadrons were immediately thrust into active warfare upon completion of training, where as other armies sent their fliers gradually as replacements into squadrons which had already built up an experienced unit. Keeping this fact in mind and also the fact that in many cases the planes and equipment furnished the Americans were not equal to other armies it remains that the American more than held their own on any front in which they were engaged. A reservation may be made to the above that at Chateau Thierry they were greatly outnumbered and the few squadrons which did operate there were decimated by the superior numbers of German planes, and even there most of the aerial fighting occurred on the German side of the lines.

Flew Over German Lines

In regard to the work of the 96th Squadron and the 11th, 20th, and 100th Squadrons which composed the First Day Bombardment Group and the 103rd Bombing Heroes of the A. E. F. on land I need only to refer to the records. Our work was entirely on the German side of the lines and consisted principally in bombing important railroad junctions and other objectives assigned to us. This work was conducted more often without protection of pursuit squadrons than with their good aid. In fact our group was linked with two pursuit groups to form a Pursuit Wing. It was joking-ly said by some of our fliers that we were the decoys for the German pursuit squadrons and our pursuit squadrons were able to find the Germans more readily when we went over. It was a fact, however, that the offensive warfare waged by the American squadrons kept a large proportion of the German planes away from the front line trenches and carried the warfare into the interior. In this connection it might be said that the Germans had given up Day Bombardment and confined their efforts to defense in the air, observation, trench strafing and some night bombardment.

Anti-Aircraft Fire

There has been much said pro and con regarding anti-aircraft fire. Some say that anti-aircraft fire is valueless and others regard it as a sure defense against aircraft. It is claimed that present projectiles used for anti-aircraft fire are more effective than that used in the War but it is a question in my mind whether the accuracy employed by the expert German gunners could be improved upon materially. As we were flying at an altitude of 12,000 to 14,000 feet the German anti-aircraft batteries were ordinarily able to throw shells into the midst of our formation and all around it. To counteract this activity our leading pilot would change his course slightly about once a minute which would serve to throw all the shots to one side of the formation temporarily. As soon as the gunners corrected for position we would change our course again. This procedure succeeded so well that while our planes showed numerous hits from small shell fragments none of our planes were brought down and none of our fliers badly hurt. If we had been flying at a much lower altitude a slight deviation of our course would not throw the gunners out of range so far and direct hits by the gunners might be more nearly accomplished. In general, however, it may be stated that no squadron was prevented from reaching its objective by anti-aircraft fire, however annoying the latter might be.

Can Sink Battleships

Concessely, numerous statements have been given out, evidently from naval sources principally, to the effect that aircraft could not successfully sink battleships in action. The writer is skeptical enough to doubt that anti-aircraft fire from the deck of a rolling vessel could be as effective as from terra firma, and as for placing of the bombs it has been definitely established that ships can be readily sunk with bombs now on hand. Certain naval authorities still maintain, however, that the heavier types of warships could not be sunk by planes, but it is not on record that any such ship was offered for such an experiment. The action of a bomb dropped into the water alongside a ship is more effective than one dropped in the ship, inasmuch as there is more opportunity offered for the rapid expansion of gases in the latter, whereas in the former case the pressure is transmitted immediately to the ship's sides without diminution of force, saving them in.

Can Bomb Cities

Much has been said about the possible bombing of principal American cities in time of war. It is entirely possible and practicable to bomb cities in time of war, provided they are situated close enough to the base of operation. In case of cities like New York an attacking bombing plane must either start from an airplane carrier or landing field comparatively close at hand or cross the Atlantic. In the latter case it must carry an abnormally large supply of gasoline which would cut down the bomb-carrying capacity. In an area well defended by pursuit squadrons it is not likely that an enemy would employ day bombing squadrons to reach an objective more than 100 miles from the front lines. Night bombing squadrons can safely travel much farther at present due to inability of pursuit squadrons to locate the planes in the air. In the future if a muffler can be designed to eliminate most of the noise an airplane motor without seriously cutting down its power it will probably be possible to develop night pursuit squadrons more efficiently than in the late war, altho this device would also aid the bombing planes who would not be heard.

In a city like Detroit, situated directly across the river from another country, bombing aviation would not be needed until a possible enemy were forced to retreat fifteen miles or so, or beyond the range of the majority of artillery in use. In the late war the bombing planes were used more largely against the military objects, such as railroad junctions, than against population centers. The Germans, however, sent bombing lanes against Paris and London, more to reduce the morale of the people than to aid in the direct prosecution of the people. The people could be driven away with relative ease, or I should say, a certain proportion of the people, but a vast amount of bombing would have to be done to destroy any considerable part of the city. This is understood more readily when it is known that the force of a bomb, or any explosive, depends upon the rapidity with which the gases are generated. As soon as the gases spread out a few feet from the center of impact the force is greatly reduced.

About Military Aviation

Military aviation must necessarily develop along different lines than commercial aviation. The former requires fast planes, with powerful motors, and in general has to sacrifice safety for speed. Commercial aviation, on the other hand, is more concerned with cost of operation, long life rather than speed of planes, and sureness and continuity of action rather than high power of motors. As soon as planes can be produced which will throttle down to relatively slow speeds of landing, smaller landing fields will be necessary, and the dangers of forced landings will be greatly reduced. It is estimated that of the accidents occurring to airplanes about 90% occur in the "hop off" and in landing. With a reduced size of field necessary a tremendous overhead cost in locating a landing field near a large city will be eliminated. With the soaring prices of real estate the cost of holding a large landing field close in would be almost prohibitive for most airplane carrying companies.

The immediate future of commercial aviation seems to be in passenger and freight carrying planes. As soon as the dangers of flying are still further reduced it is thot by most experts that the general public will gradually become used to patronizing passenger carrying planes as a means of conserving time. In the meantime the scope of airplane use for high class freight and mail is now being constantly enlarged. As the value of the transaction or article increases the greater the necessity there is of swift transportation.

In military aviation it is now recognized that the airplane, properly constructed and manned, is a potent offensive and defensive weapon. With an adequate force of airplanes of latest designs massed on the coast of this country it is doubtful if our coast could be approached by a hostile navy, let alone a landing be effected on our shores. As for long distance operation, however, the airplane operations would be considerably reduced, unless radical changes are soon to be developed in their design. As it stands now the airplane is an invaluable aid to other services, notably infantry, and artillery in the Army and to the Navy. In the future it may be developed to become an entirely separate unit, except that the airplane cannot hold a position once attained, as can be done by a force of infantry.

The airplane can be likened to the auto as a combination of design and manufacture, caused by a popular demand. As soon as design becomes more advanced and demand becomes more insistent quantity production will appear; and the home of quantity production is Detroit.