

U. S. 5 YEARS LATE IN ARMY AIR PROGRESS

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(Continued From Page One)

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Tables are published in an adjoining column showing how the army spent \$122,233,850.47 during this period for construction of new heavier-than-air equipment, while the navy was spending \$113,196,867.45 for the same purpose. The army expenditure was larger because the 1926 national defense plan authorized the air corps to have 1,800 planes in 1931 compared to the naval bureau of aeronautics' 1,000 planes. The navy attained this mark but the army still is short of it.

Air Corps Has 1,199 Planes

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The 1,199 planes of the regular army ranged from primary trainers to high-speed, multi-engined bombers. A study of them shows that there were only 445 fighting planes—pursuits, attacks and bombers.

But not all of these planes actually were with tactical units, that is with groups prepared to go immediately to the defense of the nation. Scores were assigned to schools for advanced training of students. Others were used in administrative work and many more were experimental models, either undergoing test or already tested and found not suited for production.

60 Per Cent of Planes Available

Thus probably not more than 60 per cent or about 265 of the army's total of fighting planes were available for emergency defense.

Further study shows that most of the fighting planes are relatively slow and inefficient compared to the ships now being built.

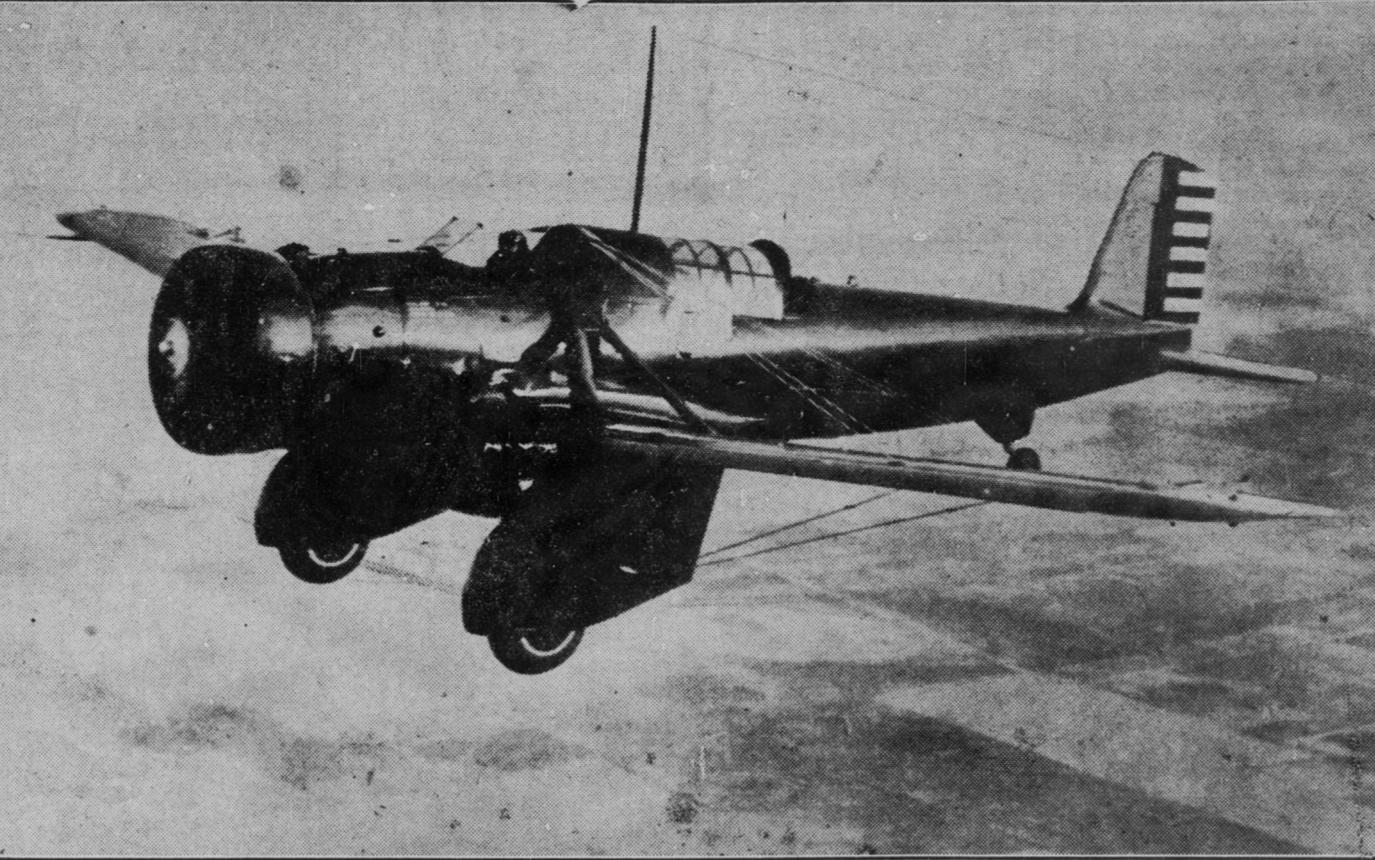
These tables show—

Bombers are available at 207 miles an hour, but only eleven of the corps' 101 bombers had a speed in excess of 180 miles an hour.

Pursuits are available at 256 to 260 miles an hour, but only eighty-four of the corps' 251 pursuits had a speed in excess of 190 miles an hour.

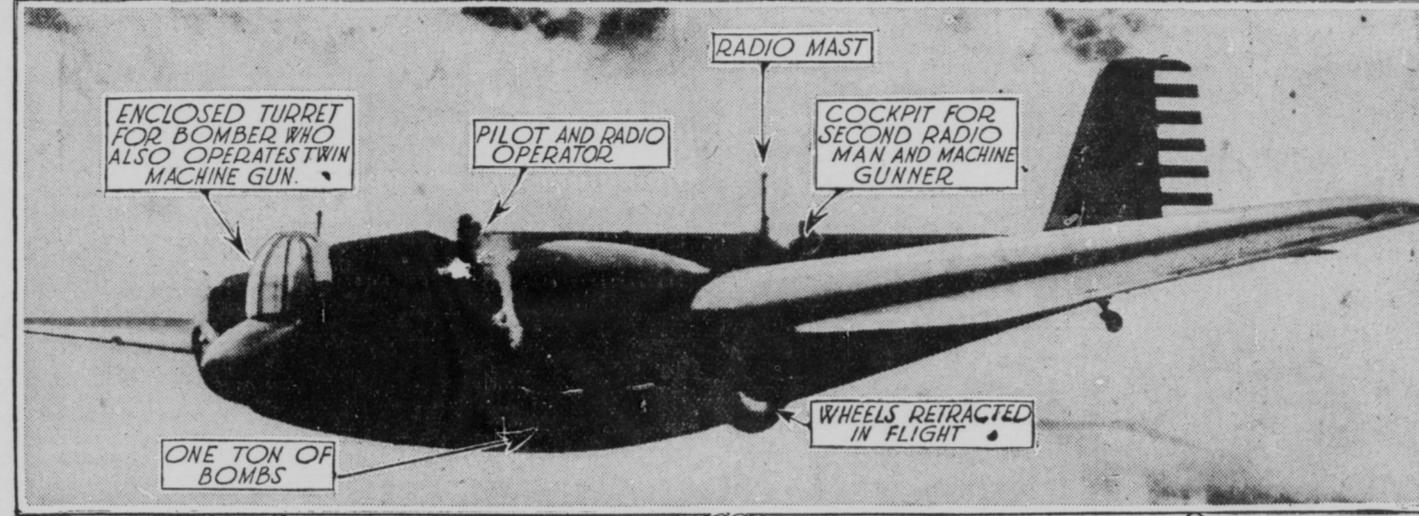
Attacks are available at 207 miles an hour, but only fifty-one of the corps' ninety-three attacks have a speed in excess of 180 miles an hour.

These figures do not include the single models, of which there are only twenty-three in the three groups.



This Curtiss A-12 is one of the fifty-one air corps planes with a speed in excess of 180 miles an hour. The other forty-two go much slower. This plane often is called "the flying fortress" because it has five machine guns and a bomb tucked under its fuselage. It is built entirely of metal, including the covering of the wings and fuselage, and is powered by a 700-horsepower Wright Cyclone engine. The army recently ordered forty-six of these planes.

48 OF THESE PLANES ORDERED, MAKING ARMY'S TOTAL IN CLASS ONLY 59



This Martin Bomber is known as the best bombardment plane in the world. The air corps now is obtaining delivery of forty-eight of them. Powered by two 700-horsepower Wright Cyclone engines, it has a top speed in excess of 200 miles an hour.

Cost of U. S. Air Forces

The following tables, compiled from official governmental records, show the direct and indirect cost of the army air corps and the navy bureau of aeronautics by fiscal years. The first column in each table lists the total cost and the second column the amount expended each year for construction of new equipment. The 1926 national defense plan was based on 1,800 planes for the army and 1,000 for the navy:

ARMY.	NAVY.
Total. \$80,339,224.09	Total. \$48,373,884.90
1920 \$80,339,224.09	1920 \$48,373,884.90
1921 \$80,339,224.09	1921 \$48,373,884.90
1922 \$47,546,218.37	1922 \$32,325,376.75
1923 \$36,344,294.33	1923 \$30,007,833.87
1924 \$36,344,294.33	1924 \$29,007,833.87
1925 \$40,097,158.30	1925 \$4,623,404.28
1926 \$45,960,770.60	1926 \$6,969,027.52
1927 \$53,152,756.68	1927 \$10,134,076.75
1928 \$53,152,756.68	1928 \$14,143,300.47
1929 \$59,284,846.46	1929 \$50,246,735.88
1930 \$59,284,846.46	1930 \$16,595,472.19
1931 \$47,514,153.44	1931 \$17,629,865.26
1932 \$59,138,238.32	1932 \$57,410,076.32
Total. \$776,297,086.67	Total. \$656,789,533.83
	\$113,196,867.45

Note—The navy total includes almost \$8,000,000 for rigid airships and about \$90,000,000 for the aircraft carrier Ranger, Saratoga and Lexington, together with their equipment and gears, and payments for ordnance, engineering, construction, repair, naval reserve, maintenance, medical department and more than \$15,000,000 for public works by the bureau of yards and docks.

The total cost of the air corps includes more than \$135,000,000 issues from war reserve, and expenditures by signal corps, medical department, ordnance department, quartermaster corps, chemical warfare, engineers, organized reserves, militia bureau and contingent expenses of the war department.

2 SERGEANTS DETAILED TO STRAY DOG ROUNDUP

Officers Will Aid Humane Society in Drive.

Dog catching began in earnest this week with the detailing of two police sergeants to the duty of aiding the Indianapolis Humane Society in rounding up stray dogs.

Because of the number of per-

sons bitten during the last week by stray dogs, the police department has detailed Sergeant Charles Quack and Sergeant William Dever to a special police car, equipped to pick up dogs.

The policemen will tour the city, daily picking up dogs without license and stray dogs and will answer radio calls when persons are bitten.

Performance Increases Swiftly

Aircraft performance has increased swifter throughout the world in the last three years than at any time since the first plane was flown, and it was during this period that the United States army air corps more or less marked time. The result is that it is not only deficient in strength, but sharply deficient in swift, hard-hitting fighting planes.

The question of what the depression and enforced economy did to the air corps, and how much of the blame for the present situation is due to lack of funds, will be discussed tomorrow.

STUDENT TO GET DEGREE

Francis M. Feeney Will Receive Award at Xavier University.

Francis M. Feeney, 510 North Bancroft street, will be among 100 candidates who will receive degrees at Xavier university Wednesday night at Cincinnati.

He will receive the degree of Bachelor of Philosophy. He is a graduate of Cathedral high school.

Consider the Railroads —for Service

Railroads must be considered as investors, as employers, as purchasers and as taxpayers, but their chief claim to the consideration of the public is on account of the service they perform.

The settlement and development of this part of the country, the rise of its cities, the expansion of agriculture, the growth of industry and the flow of trade have all followed the improvements that have been wrought in railway transportation.

Railroads are also of continuing importance. Their rails are the arteries of commerce. Their service sustains the life of business. They meet the needs of massed population for massed transportation.

We in this country need railroads—railroads that are alert to their important responsibilities as carriers of the nation's business.

Constructive criticism and suggestions are invited.

L. A. DOWNS
President
Illinois Central System

PATRONAGE HELPS THE RAILROADS SERVE YOU

TABLE SHOWS SPEED OF AIR CORPS CRAFT

The following tables provide a breakdown of the high speed characteristics of the Air Corps' three types of fighting planes as of March 15:

PURSUITS

Single models, mainly experimental 13

High speed of less than 170 m. p. h. 21

High speed from 170 to 190 m. p. h. 63

High speed more than 190 m. p. h. 84

Total 251

BOMBARDMENT

Single models 6

High speed of less than 120 m. p. h. 21

High speed from 120 to 140 m. p. h. 63

High speed more than 180 m. p. h. 51

Total 101

ATTACK

Single models 4

High speed less than 150 m. p. h. 38

High speed more than 180 m. p. h. 51

Total 93

SUMMARY

Pursuits over 190 m. p. h. 84

Bombardment over 180 m. p. h. 11

Attacks over 180 m. p. h. 51

Total 146

Fight Tooth Decay with this New Source of Vitamin "D"

"ORBIT"

VITAMIN "D" GUM

Few Foods contain Vitamin "D" which Everybody Needs for Sound Teeth, Good Appetite and Calm Nerves. ORBIT GUM is Rich in Vitamin "D". Ask for it by name.



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ONE OF ARMY'S 51 ATTACK PLANES FASTER THAN 180 MILES AN HOUR

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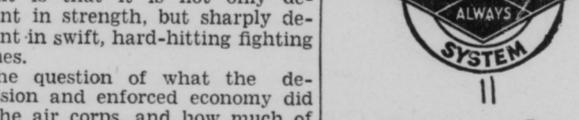
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