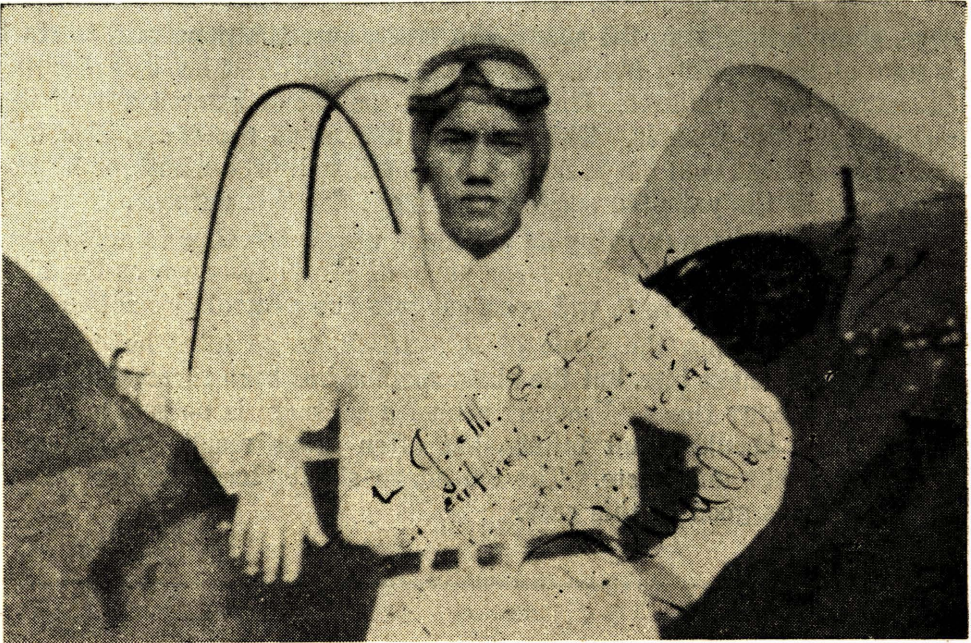


HERE'S TO FLYING. . . .



By G. TRINIDAD

THE PERSON WHO NEVER FLEW

You are snugly seated in the cockpit of a modern airplane, you are at the controls, its engine is thundering with power hurtling you through the air at 100 miles an hour, your altitude is two thousand feet, all of a sudden the engine begins to sputter and stops, the controls become unsteady, the plane noses toward the earth plummeting like a meteor, with that shrill whining of the wire struts as if in a big storm and then everything seems to go cloudy and CRASH!— You jump out of your chair with cold hands and a cold sweat, you have been day dreaming again, Yes Sir! This airplane business is too dangerous and I don't want a part in it. Well! Somehow, if they can make it as safe as the automobile, I may decide to become an aviator and experience the thrills in the air. This conclusion is the one that is always arrived at by persons of commendable intelligence but with no experience in flying.

The impression of airplane crashes read in the papers which are usually vague in details contribute more to their fear of destruction.

They don't even stop to think that automobile accidents are more frequent than airplane crashes! FEAR! That feeling that turns your spine icy-cold is one of nature's gift to man for his own self-preservation. We fear conditions, forces and other things of which we are ignorant of.

What a relief it will be if he was told that an airplane does not dive towards the earth when its motor stops and that it can glide as smoothly as a yacht in the sea. How he will say his A-h-h-s, when you tell him that a plane settles to the ground only after you have cut the power off the motor.

WORLD WAR PLANES AND PILOTS

A majority of the people living in this modern age has still the thought that the antiquated Jennys of the world war period are still the same as the airplanes of today. During the war, the airplane was still in its second experimental stage, most of them being made of wood and pilots were looked upon as daring and unafraid of death. Whenever there was an order for flights, you will usually find the pilots saying their prayers or trying to make a happy smile in spite of their heavy hearts and emergency ambulances scattered on advantageous points over the field. When an airplane starts to take off, chances are that it may head for the nearest obstruction to halt its crazy route. When a plane leaves the ground a similar element of chance is again present, that of never being able to land in the right way.

Generally in the take-off, they barely skimmed the tree tops and on landing, their speed was almost the same as in flight that a slight mistake meant disaster to the pilot. Gas was only for two or three hours and flying was mainly done on clear weather. If you missed the field or got lost somewhere, all you have to do was land on the first available field you can find or keep on flying until the gasoline supply gave out and you are sure that the airplane will come down and with all the noise you can imagine. During those days when a plane went into a spin five hundred feet from the ground, the probability of righting the airplane was almost a miracle and all that the pilot could do was say his prayers and await the inevitable crash. This was one of the critical stages of the airplane and also the first experience for it as instrument for warfare.

World War airplanes were usually called Crates or Jennys due to their clumsy and backward design. All the instruments they had were a gas gauge, a tachometer, an altimeter which becomes very unreliable

below five hundred feet and usually an oil pressure gauge. In the modern airplanes, the instruments sometimes reach a staggering total of about 30, giving information from propeller tips to the tail, as compared with the 3 or 5 of the old Crates which strongly shows the advancement made on the part of the human element in connection with flight.

THE AIR MAIL

After the War the future of the airplane was again obscure and was only brightened when the United States first attempted to use airplanes to carry mails since the majority of the people were rather doubtful about the airplane as a means of transportation. In this state, the most important discoveries made was the necessity of instruments to enable the pilot to fly blind thru fog, heavy cloud formation and pitch dark nights when the mail must go through; weather reports to assure a safe flight to their destination and radio communication to establish constant contact with the ground operations. Experiments were carried on for the safety of the airplanes and the U. S. Government was always willing to back the right man.

RAYMOND ORTEIG

The name of Raymond Orteig will sound very unfamiliar to even the well informed reader. He is liable to tell you that he may be a scenario writer of Hollywood or a promoter of some sort. Ask anybody who Charles A. Lindbergh is and they will tell you with an air of authority that he was the first man to fly non-stop across the Atlantic from New York to Paris and is the unfortunate father of Baby Lindbergh of the famous Lindbergh kidnapping tragedy. Raymond Orteig was the real brains of the first non-stop New York to Paris flight. He was the man who posted the Twenty Five Thousand Dollar prize for the first man who can span the Atlantic non-stop. Let us not forget him, as this man was responsible for the enormous capital that began to take notice of the airplanes' commercial possibilities when Lindbergh spanned the Atlantic in 1927.

COMMERCIAL AIRPLANES

When Lindbergh crossed the Atlantic, people began to take notice and wondered if the airplane was really safe after all. Factories began building bigger planes for passenger transport which little by little began to carry people with a remarkable degree of safety. Better engines were being made and all of man's safety devices called to work. The answer to this are the Clipper planes that cross the Atlantic and Pacific

with clocklike schedule their crews trained to utmost human perfection that they perform their duties with machine like precision. Bigger Clipper ships to carry 70 or more passengers have been put into regular service early this year.

HAZARDS IN FLYING COMPARED

This will be an attempt to compare the varied conditions under which airplane flights are made in the Philippines and in the United States. We will take into consideration few of the elements that go with it.

There is a big difference in the Geographical locations of the Philippines and United States, the former being in the Torrid Zone where there are only two seasons, the wet and the dry, the latter being in the Temperate Zone with four seasons. The weather conditions and other atmospheric disturbances that affect flying in general will be taken up in this section as a brief subject, a detailed one being too voluminous for average reading.

A resume of scheduled transport accidents in the Philippines will show almost perfect flying with only one fatality. Why this is so, can be easily attributed to our almost perfect weather throughout the year with only strong winds to worry about and occasional squalls to hamper visibility. American Transports worry about the varying weather conditions occasioned by snow, sleet and its most dangerous enemy, the fog. Once in a while we read about a tragic crash of a transport plane due to its being lost in the fog and hitting a mountain, or of ice forming on the wings or control surfaces that make the pilot helpless. Science is still working hard for a better way to conquer these hazards of which fog is the most dangerous.

Another disadvantage that American pilots have is its night flying when sleeper planes must go on with their schedule. In the Philippines only Army planes do night flying as part of their maneuvers. The Islands are so close together that a fast plane can start from Aparri in the morning and land in Davao before sundown, hence we have no worry about night flying. You will see then in this brief comparison what a tremendous handicap the pilots of the United States must meet in order to make flying safer. Despite this they have established so remarkable rate of safety that more people are making their trips by air.

THE PHILIPPINES—HOW IT HAS TAKEN TO AVIATION

The Philippines is still in the elementary stage of flying and at present there is one company licensed to manufacture airplanes and two com-

panies operating scheduled transport services — the Inaec having the southern part of the Islands and the Philippine Aerial Taxi having the whole Island of Luzon as its flying ground. The Dutch Airways request for the approval of a franchise to extend their operations to the Philippines have been definitely turned down.

Our Philippine Army has so far graduated thirty or so of its men as part of the nucleus of its Air Force. Civil aviation has unfortunately been neglected and at present there are only fifteen Licensed Filipino Pilots against 45 licensed students which have only a 3% chance of getting licenses due to its rather prohibitive cost. An Aero Club was formed by some air-minded Filipinos, but they had to abandon the idea after a big expense.

In America, a majority of the Pilots with commendable records are taken up as Reserve Officers of the Air Corps of both the Army and Navy. Germany due to its extensive military program requires all pilots outside of its standing Army to undergo a period of military flight training to cope with any emergency. Russia, Italy and France have the same principles, but due to limited capital in private and commercial aviation, the Government itself helps maintain the Flying Clubs to keep its citizens well schooled in aviation as a necessary means of National Defense. Germany of today can boast of the biggest available citizen pilots and a big number of them are women!

The Philippine offensive in cases of foreign aggression will be most effective in the air. The coastline of the country is longer than that of the United States and requires a faster method of offense and defense. An attacking enemy can be met within a moment's notice miles out of our coast and their advance hindered by bombing planes.

The Philippines with its population of 16,000,000 can hardly count with a decent average of its population as licensed pilots, military, commercial and private all put together. A Philippines boasting of 3,500 pilots on its population will command the respect of other nations.

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