

AERIAL MAIL ROUTE FROM ARCADIA TO MIAMI IS MAPPED BY AVIATORS

Three Army Aviation Officers Who Made Flight Yesterday Morning Across the State Will Leave on Return Journey Today.

A proposed route for aerial mail service between Miami and Arcadia was established yesterday by a flight of three army aviators, who left Dorr Field, Arcadia, at 6:30 yesterday morning and arrived at the Marine flying field at 11:30 a. m. The actual flying time, however, between the two aviation fields was three hours.

The aviators who made the trip were Lieutenants Rattig, Long and Carter, Lieutenant Long acting as navigation officer and charting the course. The aviators will return to Dorr field this morning.

The proposed route is from Dorr or Carlstrom field, Arcadia, to Okeechobee, thence to Hobe Sound, West Palm Beach and Fort Lauderdale, the route ending at Curtiss field, Miami.

Similar flights are being taken by army aviators from all of the flying fields of the country, with the purpose of covering the nation with aerial mail routes. With the immense personnel of the aviation section of the army, larger than the standing army before the war, the aerial mail covering the country is more than a possibility. Several such routes have already been established, and a rapid increase is being planned by the post office department.

The great need to make the aerial mail a certainty is the establishment of landing fields at all towns and cities. Unless the landing fields can be provided at frequent intervals, the aerial mail cannot be maintained efficiently.

The towns on the Arcadia-Miami route, including Okeechobee, Stuart, Hobe Sound, West Palm Beach, Delray, Ft. Lauderdale, Dania and other places, will be asked to construct such landing places, where the airplanes may alight safely and be supplied with gasoline and where repairs can be made. The aviators will visit the authorities of these places to see what can be done.

Not only on the Miami-Arcadia route, but on all other routes, such landing fields must be established. Unless the landing places are available, the aerial mail will not be a success, it is said.

Although many of the men now in the air service will desire to return to civil life, there will be many others who will no doubt enter the postal service.

This country, it is claimed, has been very fortunate in the small number of aviators killed in training, the number of such deaths being one to each 4,019 hours, or to each 23,520 miles of flight.

The present number of aviators now in the R. M. A. is 8,538. There are now 2,835 students attending R. M. A. ground schools, and there are 3,042 graduates of advanced schools. The total number of graduates from flying institutions is 22,542. The number of fliers trained abroad, including observers, is 1,800, and the number of mechanics is 14,409.

The total personnel of the R. M. A. is 158,425 men, or a greater number of men than were in the entire United States army at the beginning of the war. This does not include the number of men in the naval or marine corps air services.

There are now forty flying schools in the United States in addition to five schools for military aeronautics, eight balloon schools, three radio schools, three photographic schools and fourteen air depots.

The United States government now controls every phase of the airplane industry, not only the construction of aircraft, but also the training of aviators.

The approximate number of combat planes owned by the United States is 3,228, and 5,079 airplanes are being used in training aviators, besides 512 airplanes for training purposes obtained from European sources.

With such a number of airplanes, aviators, mechanics, etc., available, there is no reason, it is contended, why the aerial mail service should not cover the entire country, and the problem is not to secure planes or men, but to secure suitable landing fields all over the country.