

OUTDOOR SUPPER PARTY

By W. E. Hill

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The supper party in the open air "because everything tastes better cooked outdoors!" Every one turns in and helps and makes a lark of it. All but the little group of strong-minded guests on the right, who "know we'll just be in the way if we try to help, so we won't."



No outdoor meal can get under way without the girl who loses the piece of jewelry in the grass. Can't bear to lose the little enamel clover leaf, because it was the last thing poor Aunt Dora gave her before she lost her mind.



Sooner or later the children get out of hand and chase one another in and out among the picnic guests, causing a lot of spilled food and drink.

Allergic picnic guest sights poison ivy in the midst of a lovely kiss, and the party is spoiled for him.

Girl picnicker not having a very good time, but being very sweet about it. That's a coffee stain on her dress. Says it's an old dress and she hates it, anyway, and she doesn't mind coffee stains one bit!

Defense Against Bombers

Russians Show China How to Repel Japanese

By WAYNE THOMIS

WORD of the approach of the raiders reached Hankow approximately half an hour ahead of the Japanese bomber squadrons. The ground observers near the front lines reported that this was a particularly big raid, including more than fifty large bombers. Within the city there was the usual confused scurrying for shelter by civilians. At Hankow airport a group of solemn-faced Russian pilots—twenty in all—buckled on parachutes, exchanged last-minute instructions, and walked out to their airplanes—swift low-wing monoplanes with 800-horsepower Cyclone motors and two machine guns each.

It was one of the first days that a Russian squadron had prepared to take the air in defense of the Chinese city. The Chinese pilots who had attempted to fight off the Japanese were poorly trained and inept. The stolid Russians were reputed to be superb pilots. It was a pity their numbers were so few, thought some of the American maintenance personnel stationed

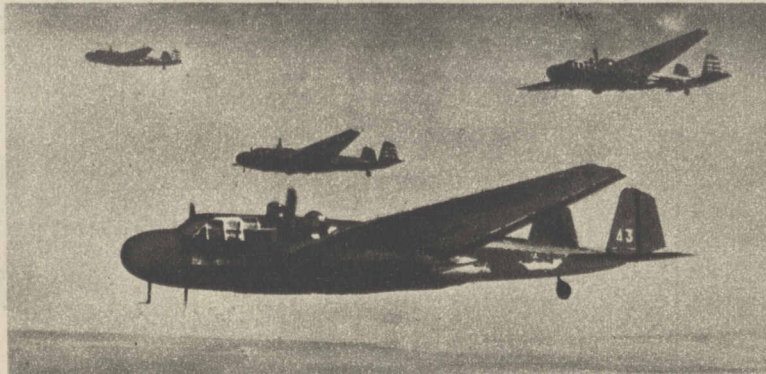
ally came in from the east—and disappeared.

At the field the ground personnel took cover and prepared for the daily ration of bombs. But on this particular day—nearly eight months ago—the ration of bombs did not arrive. The Russians put on a great show. They demonstrated what smart fighter pilots can do to a big bomber formation.

About the time the Japanese appeared, flying between 8,000 and 9,000 feet, the Russians came into view above them, flying parallel. Unopposed for a long time, the Japanese had become careless and had not provided a fighter escort.

Then the Russians went into action. In groups of three they began diving at individual bombers. Basically speedier than the bombers, and with the added momentum of a dive of several thousand feet, they rapidly overhauled any target they selected.

Each formation of three planes would open fire simultaneously on one bomber. This meant a high concentration of fire, for the Russian machine



(Acme photo.)

The Japanese naval bombers shown here are the types of heavy planes that were shot down by the Russian squadron. These planes fly at 200 miles an hour, carry a crew of four to six men, and are well armed.

bombers each—broke up. Most of the Japanese turned tail, dropped their bomb loads on the open country, and high-balled for home. A few stubborn pilots insisted on boring ahead.

Half the Russians set out in pursuit of the retreating formations. The other half dealt with the braver or more reckless spirits. Within half an hour the Russians near Hankow knocked down seven more of the heavy bombers by their formation firing. And the group that pursued the retreating bombers shot down nine more. In all the Russians had five of their fighters shot down. Two of the pilots were killed. The other three landed safely with their parachutes.

This story was related by an eyewitness of the fight, an employee of the Wright Aeronautical corporation, who was on the field. He said that afterward in talking to the Russians he learned that their system was based on a logical approach to



(Tribune photos.)

Above and at right: Types of Russian pursuit planes used against the Japanese bombers by the Russian squadron. The biplane is a Chato, capable of 250 miles an hour speed. The monoplane has a retractable landing gear and flies at 300 miles an hour. Both planes have Wright Cyclone nine-cylinder radial motors developing 800 horsepower at maximum. The ships shown here were photographed on Hankow airport in June, 1938, by an American pilot then serving with the Chinese.

at Hankow airport. The Americans were employees of the manufacturers, sent there to keep the Pratt & Whitney Hornets and Wright Cyclones in the Chinese and Russian airplanes running at all times.

Apparently not much concerned over being vastly outnumbered, the Russians started their motors, warmed them for ten minutes, and took off ten minutes before the first Japanese squadrons were scheduled to arrive. They climbed away to the north—the Japanese usu-

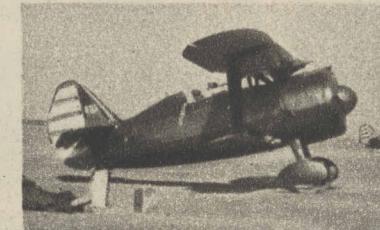
guns—two to a plane—each was pouring out 1,200 to 1,500 shots a minute.

The three attacking planes would hold on the target for a few seconds, approaching to within about 800 feet, and then would swoop away to regain their lost height. They would then be followed by three more fighters diving at the same bomber from a different angle.

Four of the Japanese heavy bombers went down in a hurry, and immediately the formation—three big flights of twenty

the problem of the small fighter engaging the larger bomber.

They realized that the bomber, with its greater size, huge fuel tanks, and the bombs it was carrying, constituted a large target. The fighter is a small and highly elusive target. In order to take the utmost advantage of this disparity in size the fighter pilots were ordered never to approach closer than 800 feet to any of the bombers. They were directed to stay at long range—



(Continued from page four.)
left the cruiser Frankfurt. The submarine shouted:

"Return to your ship at once!" A second boat from the Frankfurt swung near the trawler, but its crew ignored the British officer's command. The order was given to fire on it. The Germans were caught in a rain of shots. Four of them were hit. The British officer kept shouting:

"Back to your ship!"

Everywhere the scene was the same. The German ships were sinking on every hand—some going down slowly, others rapidly. Some were turning over, revealing their keels as they sank. British coast guards responded to the alarm. The far too few guard craft were here and there in the confusion. Boats from the British station ship brought marines to the scene. But, curiously, the powerful United States mine-sweeping tugs present at Scapa pier, near by, were not called on to help.

Over broad Scapa Flow sounded the drumming of many shots. Onto a few of the German ships poured would-be rescuers. But when they made an effort to close the sea cocks they discovered that the wrecked valve wheels would not turn. An attempt was begun to tow some of the sinking ships to shallow water. Daring British seamen sprung aboard some of the foundering vessels to tear down the German flags that had been hoisted to mark the death of the fleet.

The destroyers, moored in pairs, were sinking fast. Masts, funnels, and upper works were smashed as pair after pair of these craft heeled in toward each other. British trawlers quickly succeeded in beaching seven destroyers and then set about to

Disaster at Scapa Flow

move others. The British destroyer Westcott tried to tow the giant battle cruiser Hindenburg to the safety of shallow water. But almost everywhere the task of preventing the capital ships from going down was too much for the puny British forces.

Of the twenty-four larger ships only nine still were afloat when Admiral Fremantle came racing into Scapa Flow at 2:30 p. m. after having been summoned by wireless.

But still more were to sink. The magnificent battleship Bayern, which is pictured on page one, went down. Then sank the great battle cruiser Derfflinger. Finally there were left, besides some of the destroyers, only three superdreadnaughts and four cruisers.

Then went down the Markgraf, the Karlsruhe, and the Hindenburg—the Hindenburg last of all at 5 o'clock.

While seven German seamen were being slain and twenty-four wounded by British gunfire, the bulk of Germany's navy, the second greatest navy in the world, slid beneath the waves of Scapa Flow. Sunk in relatively deep water were fifty vessels—ten battleships, five battle cruisers, five cruisers, and thirty destroyers. All the rest of the seventy-four ships that had been interned, except two destroyers, were beached in sinking condition. The battleship Baden, the cruisers Emden, Frankfurt, and Nürnberg, and eighteen destroyers were towed, with their hulls partly filled with water, to the shallows. Only the two destroyers remained afloat at their moorings.

Admiral Reuter's order had been well carried out.

The admiral took full responsibility for the act. He and 1,800 officers and men of his fleet were held prisoner seven months. There was talk of placing Reuter and some of his subordinates on trial, but never were they forced to face a court. On Jan. 31, 1920, they all, officers and men, were shipped home.

Because of what the Allies considered her breach of faith at Scapa Flow, Germany was compelled to surrender 300,000 tons of floating dry docks, her remaining five light cruisers, and 42,000 tons of floating cranes as payment for the ships that were sunk.

Ever since that fateful June day of twenty years ago rumors have persisted that the British deliberately permitted the Germans to scuttle their own ships so that they would not eventually fall into the hands of European powers other than Great Britain. Tending to add weight to these rumors was the fact that the British mail boat delivered Reuter's orders for sinking the fleet to all German ships—delivered the orders intact, while in all other cases letters or newspapers intended for the interned Germans had been closely censored. Also hard to explain to this day has been the sailing away of Fremantle's squadron just before the date set for the expiration of the armistice, leaving the German ships virtually unguarded.

Great Britain protests that it was impossible for her naval men to have prevented the sinking of the German ships, because her allies would not agree to her definitely taking over the vessels, and that under distant

observation her officers could not have detected what was transpiring aboard the interned ships.

The subsequent raising of the scuttled ships has given rise to the suggestion that the British permitted the sinking of the fleet with the idea that these vessels would provide a supply of scrap steel for future use.

It was five years after the sinking of the fleet that the first of its vessels—the destroyer V-70—finally was raised from the bottom of Scapa Flow. Two years thereafter were spent in floating dry docks, the destroyers. In 1926 an effort was made to salvage the battle cruiser Hindenburg. Its hull was sealed, it was pumped full of air, and it rose slowly toward the surface. But when it threatened to turn over it was permitted to sink again to the sea floor. It was not until four years later (1930) that it finally was recovered. The Moltke was salvaged upside down.

Raising of the vessels has continued since 1924, yet eight of the larger ones still lie submerged—the Derfflinger, Köln, Markgraf, Brummer, Dresden, Karlsruhe, König, and Kronprinz Wilhelm.

First salvaging operations were carried out by the firm of Cox & Danks, Ltd., which raised, among other vessels, the Hindenburg. This company was succeeded by Metal Industries, Ltd., of Glasgow, which raised the Bayern and other craft.

E. F. Cox of Cox & Danks, Ltd., in 1934 said that his company had spent two and a half million dollars in ten years in salvaging the German vessels, and at a loss of \$50,000. The raising of the Hindenburg, according to Cox, cost \$375,000, and the vessel was sold for scrap steel for exactly that amount.