

SIAM.

(The Kingdom of Siam.)

AERIAL SOCIETY.

At the present moment such a club does not yet exist, but the Siamese public takes great interest in aviation, there is therefore a possibility of a club being founded in the near future.

MILITARY AVIATION.

[For the following information one is indebted to Lt.-Col. Prince Pridi, the Siamese Military Attaché in Paris and London.]

Previous to the Great War, Siam had already realised the usefulness of aircraft. In 1911, the Ministry of War sent three officers of the Royal Engineers to study the art of flying in France. After having obtained their certificates, they returned to Siam in 1913.

The Siamese Royal Flying Corps was then established to train pilot and organise Military Aviation.

When the Siamese Government declared War on the Central Powers, in 1917, a contingent of pilots and mechanics, together with motor transport and troops, were sent to join the Allies in France. At the end of the War, owing to all the world's progress in aviation, and owing to the necessity for the development in flying service for military, and above all for civil purposes the Royal Flying Corps was then turned into the Royal Aeronautical Service; with the aim to direct general aviation of the country and to seek the ways and means of using aircraft for public benefit.

On October 13th, 1920, the Siamese Government signed the International Convention concerning Aerial Navigation.

The Royal Aeronautical Service employs Avro 504K for training purposes, Nieuport "Baby" and Spad 13 biplanes for scout and fighting purposes, and the Breguet XIV for two-seater reconnaissance and photographic work. The Breguet XIV T four-seater machine is used for passenger-carrying purposes, the Breguet XIV type

“Sanitaire” for ambulance work, and the Standard Breguet XIV, with additional mail bag compartments fitted under the bottom planes, for postal work.

THE ROYAL AERONAUTICAL SERVICE.

Headquarters :- Don Muang.

Aviation School and Chief Workshops :- Don Muang.

Gunnery School and Branch Aviation School :- Manow Bay, District of Prachuab
Giri Khandh (300 kms. from Bangkok).

1st Group (Pursuit) :- Manon Bay.

2nd Group (Reconnaissance, Aerial Photography and Topographical Survey
Work) :- Don Muang.

3rd Group (Passenger, Goods and Mail Transport) :- Korat. (This group has
detachments at the various centres, served by the Postal and Goods Air Lines.)

The Aviation School accepts two categories of candidates :- (1) Young officers
of the Army and Navy under 24 years of age, and (2) Young men who have passed their
sixth year in the Secondary Schools. These latter, as a rule, can only become non-
commissioned officers.

After finishing the training at this School, the pupils pass to an Advanced School
of Studies, which is attached to each group, and on passing out are taken, with the
approval of the Commanding Officer, as a pilot of that group. The whole training lasts
about twelve months.

Each group possesses a Mechanics' School, the course of which lasts about
four months.

AERODROMES.

There are four Customs Aerodromes open to international aerial navigation :-

- (1) The Song Khla Aerodrome, for aircraft coming from the South.
- (2) The Ubol Aerodrome, for aircraft coming from the East.

- (3) The Chiangmai Aerodrome, for aircraft coming from the West and the North.
- (4) The Don Muang Aerodrome, which is situated about 20 kilometres from Bangkok. This is the largest air station in the country for International Aerial Navigation. There are quarters and a canteen for aviators and passengers from foreign countries, and also a repairing shop, hangars, with various signals to facilitate the landing and taking off of aeroplanes. Communication with Bangkok is by rail, with a supplementary motor-train service.

Besides the aerodromes above mentioned, there are landing places in practically every district, each marked with a letter, and a mooring for seaplanes is being established at Samud Sakon, about 20 km. from Bangkok.



The International Aerodrome of Donmuang, 20 kilometres from Bangkok

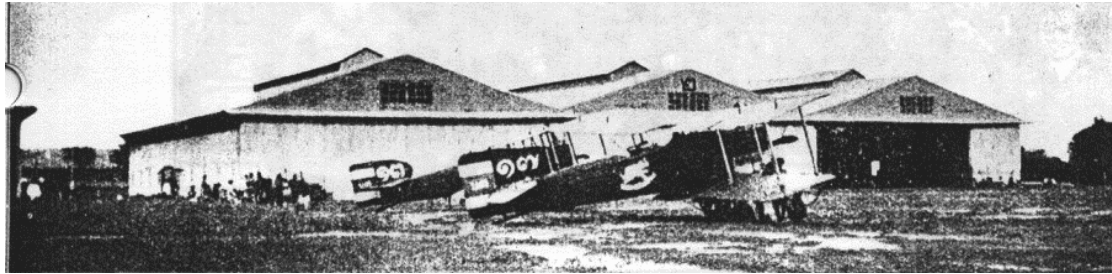
WORKSHOPS.

The principal workshops for the construction of aviation materials and the manufacture of certain parts of aero-engines are at Don Muang. They are being continually enlarged and are capable of building, with the material of the country, aeroplanes of every type in service. Certain raw materials, however, are imported from abroad and transformed in the workshops according to the use required of them.

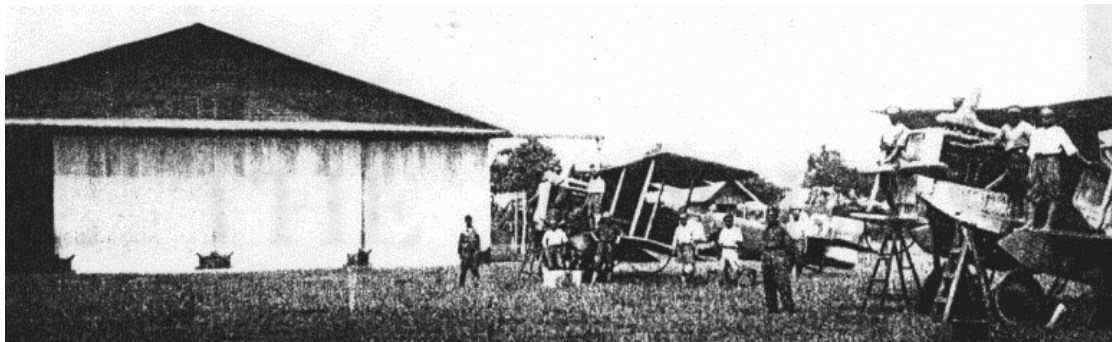
AERIAL MAIL AND PASSENGER SERVICE.

The first Aerial Mail line was established between Korat, Roi-ech and Ubol at the beginning of 1922. Another line between Korat, Udon and Hnong Gai (in the Northern Circles) will be opened in the near future, and a third line between Korat and Bhisnulok, passing through Chaiyabhum and Bhejaburn, is being organized.

Aeroplanes have been employed in the transportation of passengers and goods to a certain extent in Siam. Special ambulance aeroplanes capable of carrying patients, doctors and medicaments for long-distant flights are also in the service.



Aerial Mail Machines at Korat Roi Aerodrome.



Roi Ett Aerodrome. Aerial Mail Machines for Obon and Makeng re-fuelling.

AERIAL MAPPING.

A number of experiments have been carried out in utilizing vertical aeroplane photographs for topographical mapping. The district chosen for these experiments was a part of the City of Bangkok.

The Royal Aeronautical Service undertook the work of photography with the apparatus at their disposal and developed the plates and supplied prints of these to the

Royal Survey Department. The machines used were Breguet biplanes, fitted with magazine plate cameras of focal length 50 and 65 centimetres. Each magazine contains 12 plates, each 18x24 centimetres. The average scale of the photographs was 1/4600. The area was photographed in strips running more or less north and south, and very few gaps had to be filled up. On account of their familiarity with the terrain, the airmen found little difficulty in filling in these gaps. The airmen were given careful training in level flying, and the photographs did not exhibit much distortion due to tilt.

A portion of the area photographed was in process of being plane-tabled by the Topographical Branch of the Royal Survey Department, and the photographs were used to check and amplify the plane-table survey. The rest of the area photographed was mapped on a scale of 1: 10,000 from the air photographs only, by reduction with proportional compasses.

This method was ample and sufficient, owing to the fact that there were scattered over the area a very large number of fixed ground stations which had been laid down and determined from a network of triangulation and traverse.

The experience gained indicates great utility of aerial photographs, and the responsible departments are assiduously following the work of aerial photographic survey.
