

# 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 Attache 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 13<sup>th</sup>, 1920, the Siamese Government signed the International Convention concerning Aerial Navigation.

The Siamese Aeronautical Service employs three types of machines, Spad, Nieuport, and Breguet, and possesses repairing shops and an aeroplane factory. There are primary flying schools and schools for advanced flying.

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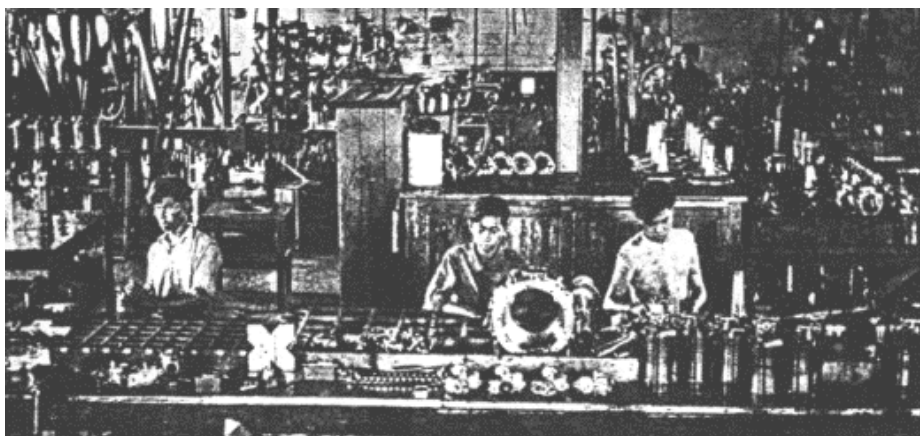
Siamese N.C.O. Pilots.



Siamese Officer Aviators.



A Siamese Spad Military Machine.



A Siamese Aero-engine Workshop.

## AERODROMES.

There are four aerodromes open to international aerial navigation :-

- (1) The Singora Aerodrome, for aircraft coming from the South.
- (2) The Ubon Aerodrome, for aircraft coming from the East.
- (3) The Chiangmai Aerodrome, for aircraft coming from the West and the North.

(It is intended to have air stations, with custom service, at these three aerodromes.)

- (4) The Don Muang Aerodrome, which is situated about 20 kilometres from Bangkok. This will be 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, and in the near future a motor-train service will be opened.

Besides the aerodromes above mentioned, there are landing places in practically every district, each marked with a letter.



The International Aerodrome of Donmuang, 20 kilometres from Bangkok.

#### CIVIL AVIATION.

The system of communication of Siam is not yet completed, and aeroplanes are therefore particularly useful at the present moment. Thus the chief uses of aeroplanes are for surveying, carrying of mails, and transporting of machines, doctors and patients. In the future, there may be passenger and goods.

#### AERIAL MAIL SERVICE.

Two experimental flights were made. One between Bangkok and Chandhaburi (South East), a distance of 250 kilometres, which can be covered by aeroplane in just over one hour, whilst taking nearly two days by boat. Another between Bangkok and Korat, a distance of 250 kilometres, nearly 10 hours by train.

Owing to the results of these experiments, it was agreed between the Royal Aeronautical Service and the Post and Telegraph Department, that mails should be carried by aeroplanes between Korat, Roy Et and Ubon (East), a total distance of about 400 kilometres. At present, there is a mail service to and from these places once a week. Formerly this mail service took a fortnight. In the near future this route will be extended to Ubon and other towns.



A Siamese Postal Aeroplane.

#### TRANSPORT OF MEDICINES, DOCTORS AND PATIENTS.

In 1921, an epidemic broke out in the province of Ubon (East), and the stock of medicines ran short, the authorities therefore requested the Public Health Department to send medicines and a doctor to this province with the shortest delay. This Department then asked the Aviation Department for the use of aeroplanes, as means of conveyance, and the doctor arrived with medicines at Ubon within three hours, whereas the alternative means of communication by land takes about a fortnight.

#### SURVEYING WITH AEROPLANES.

In Siam, as in other countries with an incomplete system of communications, the ordinary method of surveying by land is rather difficult and expensive. Aeroplanes can help a good deal in this work. Thus, the plan of Bangkok has already been completed by surveying from the air.

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