

Pinned Beneath Overturnd Plane

**Winsted Lad Narrowly Escapes
Death in England.**

WINSTED.—Lieutenant Edward M. Wilcox, son of Mr. and Mrs. George C. Wilcox of this place, who recently returned to his home here, having been discharged from the British Royal Air Force, had many thrilling experiences while flying in England and France. He is a graduate of the Yale Sheffield Scientific school, and enlisted in the air service June 1, 1917. He was sent to the ground school at the Massachusetts Institute of Technology in Boston, where he remained two months, and a short time later sailed for England.

Upon arriving in England, Lieutenant Wilcox was sent to the ground school at Oxford university, and while there he roomed in one of the dormitories of Queen's college and was attached to the Royal Flying corps. Lieutenant Wilcox was a member of the first detachment of Americans, numbering about forty, to be trained in England. He made his first trip alone in an airplane covering about thirty miles. He was trained at Lincoln for six months and while there had a narrow escape from death, when the motor of his machine went "dead." He was compelled to descend. He headed the machine for a field which looked to be smooth, but proved to be otherwise, and the machine, going at a speed of sixty miles an hour, struck the rough ground. It turned over, pinning

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the officer underneath, but he did not lose consciousness. His injuries consisted of a broken thumb and a cut on his chin, and he spent five weeks in a hospital following the accident. The machine which he drove was badly wrecked. Of the eighty men in training at Lincoln about twelve were killed during the six months that he was there. While at Lincoln he experienced a Zeppelin raid by the Germans. After completing his training in England, Lieutenant Wilcox reported, with another American aviator, to the air ministry at London, where they were assigned to take newly-constructed airplanes from England across the channel to Marquise, France. They spent a month at this work, taking many machines to France, and each time they carried guns so as to be able to defend themselves in case German machines were met. They made the return trips from France to England either by "leave" boats or by a Handley-Page airplane ferry, which made trips twice a day across the channel, carrying sixteen passengers besides the pilot and baggage. Lieutenant Wilcox said that in

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September, 1918, 2,200 planes crossed the channel, and the high record for one day was 125. Finishing this work, Lieutenant Wilcox reported back to London and was recommended for service in France

as a pilot, but he had spent but one week in France when the armistice was signed. He sailed from Marseilles January 28, and arrived in New York February 11.