

**BLOOMINGTON, ILLINOIS
AVIATION
1920, 1930, 1940**



Compiled by
Marion McClure



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Bloomington, Illinois
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INTRODUCTION

The purpose of this book is to preserve and make the material available to any one interested. It is from a collection kept in a desk drawer accumulating over a number of years. Thanks should be given to the friends who have given it to me...to Fran Carnahan for her husband Art's history, to Alice Ellis White and Betty J. Herman for their collection of Pantagraph clippings. Betty's came from her mother, Mrs. William Bennet. To the Goff family for their family photo album from which snapshots of the field north of Normal came. And to Herb Morphew from the talk he gave to the Bloomington Chapter EAA March 21, 1985, and his recollections of the Tilbury Flash as he wrote for the EAA magazine "Vintage Airplane" February and March 1991. And Rick McDermott for his Lindbergh Illinois history. I have nothing on local history of aviation before WWI or people who served in WWI aviation. It might be said the decades of 1920, 1930 and 1940 were the "golden years" of aviation in Bloomington, Illinois

Marion L. McClure
July 1998

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AVIATION IN BLOOMINGTON

By Art Carnahan (1950)

Many people seem to believe that aviation in Bloomington started with the establishment of the old Bloomington airport, located north of Normal in the year 1927. To the best of my knowledge, credit for owning the first airplane in Bloomington should go to Harvey Wurzbarger, who now operates the Six Points Garage. Mr. Wurzbarger learned to fly in St. Louis, and in May of 1923 his enthusiasm for the sport led to his purchase of a Curtis JN4D. As there was no airport at that time, he flew his plane from a farmer's field located south of the city.

Roger Humphreys was another who owned an airplane in the early twenties when they were considered a rare item and before a real airport was established. Mr. Humphreys was extremely active in stimulating interest in aviation during the years that he resided in Bloomington, and served an important part in its advancement.

Flying activity in about 1925 was conducted from a field six miles east of Bloomington, on Route 9, which was known as Sweeney's pasture. There were no hangar facilities, and the owners simply tied their airplanes out in the open. Several fields that were large enough and level enough were used for airplane landing strips by local flyers and by "barn-stormers". Forman's field was one of these, and was used on occasion by John A. Brokaw, who was one of the first military pilots from Bloomington.

In 1925, a barn-storming troupe known as the Gates Flying Circus came into Bloomington. With them was a pilot named Basil Sims, who remained in this locality and instructed others to fly. It was at this time that I became interested in flying. Those who remember Basil, will be sorry to learn that his flying career was ended while he was testing aircraft during World War II.

In the spring of 1927, the late Herman A. Will opened that first authentic airport in Bloomington. It was a 72 acre tract of land, approximately four miles north of Normal. The Bloomington Flying Club was organized shortly there after. Among members of this club were Jack Simmons, Jack Bell, Charles O'Malley, Victor Neirynck, and Mr. Will. They purchased a JNA-4, or "Jenny", as it was more commonly called. This was an open cockpit, bi-plane, and powered with an OX5 motor.

Flying activity increased rapidly and many airplanes were in use. James Ingram moved to Bloomington bringing with him a Hisso Standard airplane. Vernell "Red" Irwin purchased his own Waco 10 in the late twenties. Louis Horn bought a Travelair. Ferdinand Schad and Leo Jackson added another Travelair. Carl Klawitter and Clarence Axtell were joint owners of a Super Swallow and Ben Snyder was a Jenny owner. In the summer of 1929, the Pantagraph purchased their first "Scoop", which was a Waco bi-plane. The Illini Air Transport, owned by Mr. Parkhill added a Stinson SM8A to the group. Archie Baldrige, who is still actively engaged as a pilot and flight instructor, owned an OX5.

Benny McMillion, Eddie Brooks, Tommy Woods, Wilbur Haker, George Goff, Ray Loomis, Henry Crutcher, Claude "Mullie" Kendall, Walter Young, Lander Van Gundy, J. R. McIntosh, Herbert Parker, and Charles Zweng were among those who either owned airplanes or shared an interest in ownership. Roger Humphreys owned a Waco 10, as did Franklin "Juggy" Kemp. Bill Bennett had a Monoprop. Glen Langdon and Dwight Leeper were owners then who have continued their interest in aviation and own their own aircraft at the present time. Walter W. Williams added a six-place, closed cabin, Stinson-Detroiter and G. Ermond Mecherle a four-place Monocoach. These were among the first closed cabin airplanes.

Undoubtedly I have unintentionally overlooked some names in this group, although I sincerely hope not.

The Daily Pantagraph, and Mr. Davis Merwin, himself a pilot, are to be highly commended for their active interest in aviation. Scoop 1, purchased in 1929, was flown by Jack Bell until his death in 1930. I then took over the piloting of Scoop, and continued in this capacity until Scoop the IVth, a cabin Stinson was sold in 1941. Scoop was used in making tours of Central Illinois, and sometimes for the delivery of special editions; but principally for aerial picture coverage on major news events in this locality. These pictures were taken with the Pantagraph's own equipment, and by staff photographers, which was a record for aerial photographic coverage that few other newspapers in the world could approach. I do not know the exact number, but I am sure that the aerial photographs that Frank Bill, now Farm Editor of the Pantagraph, has taken would be numbered in the thousands.

In 1930, a glider club was organized under my supervision, with twenty members on the roll. This was the first and only non-mechanically powered aircraft in Bloomington. It was quite a novelty at that time, and presented a new interest in aviation.

Although feminine interest in flying has developed in recent years, the first woman from Bloomington to solo an airplane was Marguerite Mecherle.

A history of aviation in Bloomington would not be complete that didn't recall the activities of the late Dr. Harry L. Howell. Dr. Howell and Dr. Watson Gailey served as the aviation medical examiners for many years and were both interested in the advancement of aviation. Dr. Howell organized the first local chapter of the National Aviation Association and served as its first president. He was a familiar figure at the airport for years, and often accompanied the pilots on their trips. His ambition to solo an airplane was almost realized, when illness prevented it.

Bloomington aviation interest was not only making local headlines, but was showing itself nationally in the early thirties. Owen Tilbury designed a very small racing airplane, powered with a Henderson motorcycle engine. He was assisted in the building of the plane by Clarence Fundy, Clarence Rousey, and others with the interest and the urge to work for fun. This tiny airplane, with a fifteen foot wing span, was entered in the Chicago All American Air Races. It was a great thrill for those who built it and for myself, as pilot, when it became nationally famous by winning the Polish Trophy. This race, for 115 cubic inch engines, did a great deal toward encouraging the manufacturers to develop small cubic inch engines with low horsepower.

The Monocoach, owned by G. Ermond Mecherle also made its mark in the national aviation history. I flew this ship in the Cord Trophy race from Los Angeles to Cleveland, and was accompanied by Herbert Morphew, as mechanic. There were almost 170 contestants, and we finished in third place. Flying this same airplane I also won the Italian trophy race at the Miami All American Air Races. The Coach won many other races, and exhibition flights but the two I have mentioned were the outstanding national honors received.

Many nationally famous pilots have used the facilities of either the old or present Bloomington airport. Among them are General James Doolittle, Clyde Pangbourn, Roger Q. Williams, Clarence Chamberlain, James Hayslip, Arthur Goebel, Len Povey, Joseph C. Mackey, Roscoe Turner, Frank Cordova, Amelia Earhart, Arthur Davis, Harold Neuman, Harold Johnson, John Livingston, Benny Howard and Mike Murphy.

In April of 1931, it was learned that Century Air Lines were interested in using Bloomington airport as a regular stop between Chicago and St. Louis. The next few months were busy ones for Mr. Will and the

aviation committee of the Association of Commerce. Additional acreage had to be obtained and 35 acres were leased from the Bertram estate, making a total field acreage of 113. Improvements were made on the airport, and passenger service was finally inaugurated in October of that year. Many interested citizens donated to the fund necessary for the additional land lease. Passenger service continued for several months, with as many as eight stops at the airport daily. Due to a very wet winter in 1931 and 1932, the field became too soft for use by the Aviation Corporation, now known as American Airlines. Various improvements in the field were requested by this new company, and in a final inspection of the facilities it was determined to be inadequate. As a result of this decision, passenger service was terminated.

As the early thirties were very insecure economically speaking, a great many owners sold their airplanes and flying activity was at a low ebb. Aviation interest was stimulated somewhat, when the present Bloomington Municipal Airport was made possible due to Civil Works Administration, which was a phase of the recovery program. It encouraged the construction of municipally owned airports. The Association of Commerce Aviation committee, and John B. Felmley, McLean County CWA chairman; recommended to the city council that Bloomington take advantage of this plan. Through the efforts of Mayor Wellmerling, the city council, and many, many interested citizens this development became a reality.

The present Bloomington Municipal Airport was dedicated on Sunday, October 28, 1934. 60,000 people, one of the greatest crowds in Bloomington history gathered on and around the airport to witness the dedication. 83 airplanes took part in the activities, and automobile traffic was blocked for miles in all directions.

When the airport was dedicated, work had been completed on two diagonal asphalt runways, and the present hangar had been completed. Airlines expressed a desire to use the field for passenger stops, and a franchise was held by Chicago and Southern and American Airlines to use the facilities. Apparently the major airlines have never thought that Bloomington had a sufficient volume of passenger business to warrant a stop, and the field facilities were always determined to be inadequate.

Private flying, as it is called, was showing an increase in activity in 1936 and this continued until just before World War II. Among the Bloomington locality residents who owned airplanes during this period were Lewis Probasco, David Davis, Walter Williams, the Daily Pantagraph, Robert Davis, Russell Teutsch, Reed Johnson, Charles Zweng, Leo Jackson, Harold Medbery and George F. Dick, III. It would be impossible to list the many hundreds who took flying lessons during those years.

In 1940, the first flight training program sponsored by the federal government was started. This was called a Non-College Civilian Pilot Training Program. The Association of Commerce acted as the local sponsor of this program, and David Davis was appointed by them to serve as the coordinator. The ground school training was given at the Bloomington High School, with Harry Adams and Roy Hostetler acting as instructors. Flight training was given at the airport by Carnahan Flying Service.

Following the Non-College program, a very similar program went into effect, namely the College Civilian Pilot Training Program. Students from Illinois State Normal University and Illinois Wesleyan University were enrolled, and the ground instruction was given by university staff members.

In 1942, the government could see that a need for flight instructors was in view, and Commercial Pilot Refresher and Flight Instructor Refresher courses were established. The ground instruction for these was conducted at the airport. Pilots for these refresher courses were sent into Bloomington from other sections of the state.

In August of 1942, a pre-glider flight training program commenced. This was the first program where the students were actually inducted into government service. These trainees were trained in elementary flight before entering glider training at a regular Army base. An ample supply of glider pilots was obtained in a short time, and then another type of program went into effect.

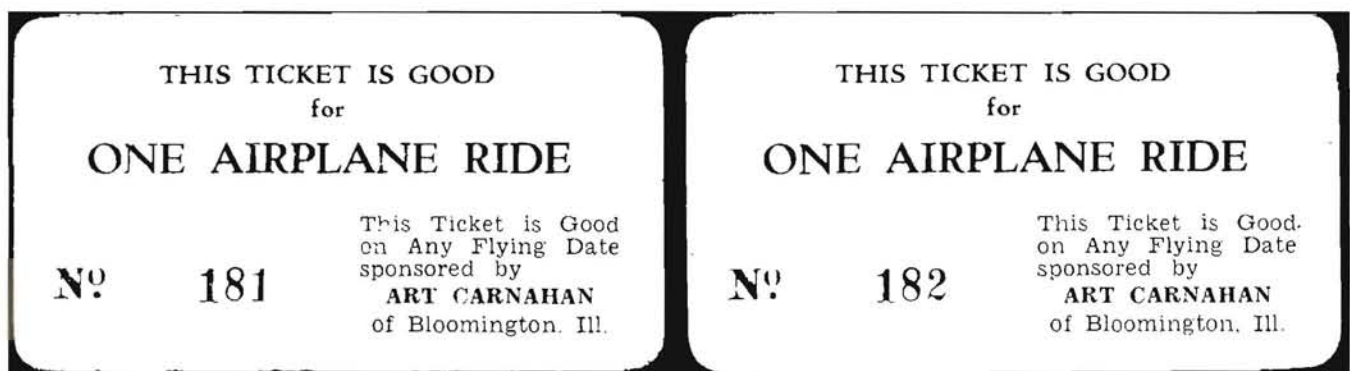
A group of Navy V-5 cadets arrived in April of 1943, for their elementary flight training. The first class of cadets was housed and received their ground school training at Illinois State Normal University. They were moved to Illinois Wesleyan University within a short time in order to make room for a Navy V-12 program at Normal. The V-5 program was under the supervision of War Training Service and the Navy. Navy officers were in residence. Approximately 1000 boys received their elementary flight training in Bloomington on these government programs. Flight training for the Navy continued until July 1, 1944.

Following World War II, airplanes were again available for purchase by the private pilot, and the airplane was seen as a practical means of transportation for people in business. The Paul F. Beich Company, Steak-N-Shake, Inc., Lutz Canning Company, and the John Felmley Company were some of the business concerns to purchase their own aircraft. Among the private airplane owners using their planes for both business and pleasure were Arthur Concollo, Franklin Parker, J. J. Woltman, E. W. Gilbert, Dr. B. H. Pickard, Oliver Luerrson, Howard Fisher, Wilbur Smith, Helen Greinke, Glen Langdon, James Tuley, David Davis, Robert Davis, Russell Teutsch, Harold Medbery, Emory McClure, Phil Auth, Elmer Bano, George Warsaw, Coke Heller, Gilbert Hines, Glen Bagby, Fred Wissmiller, Dewey Varboncouer, Jesse Barker, Jack Streeper, and Donald Schlosser. While all of these are not residents of Bloomington, they are from the immediate vicinity. There has been a trend during the past few years for farm owners and farm tenants to erect one place hangars and have their own landing strip on the farm. McLean County has a very active group of Flying Farmers.

In September of 1946, a flight program was offered in conjunction with GI training. Private, Commercial and Flight Instructor courses were all given. Enrollment was good for the first two years, but gradually decreased until the contract was terminated in 1949 due to lack of interest by those eligible for the training.

The most recent improvement at the airport was the completion of a concrete runway, and a paved apron in front of the hangar. This was made available through an improvement program sponsored by federal, state and city government. The city of Bloomington purchased additional acreage to make the runway extension possible, and as their share of the expense.

Ozark Airlines have very recently been granted a route which is including Bloomington as a stop for passenger and airmail service. It is hoped that this service will be available before the end of this year, 1950. It will be the first time that the Bloomington Municipal Airport has had airline service, and if it develops as planned, it will be another step in the advancement of aviation in Bloomington.



Lindbergh History

April 1926 - November 1926

Rick McDermott (Grandson of Pete Thompson)
6416 Quailwood Drive
Floyds Knobs, IN 47119
812/923-6074

My grandfather's name was Pete Thompson. You may not know of him but then you may not be familiar with the excitement around Covell, Illinois on November 3, 1926. The following is a story of how Charles Lindbergh and Pete Thompson crossed paths and made history.

Robertson Aircraft Corporation:

The government had introduced sketchy air mail service in 1918 and had extended it coast to coast in 1920. By 1925 the service had added a number of feeder routes. A total of nine such routes crisscrossed the country. Brothers William and Frank Robertson (World War I pilots) from St. Louis operated C.A.M. #2, a government contract airmail route between St. Louis (STL) and Chicago by way of Springfield (SPI) and Peoria (PIA). (278 mile route, five round trips a week, beginning on April 15, 1926). The government paid by the pounds of mail carried, often the sacks weighed more than the mail inside. Robertson was one of a few aircraft companies to carry mail only. Most also carried passengers to offset costs.

Three Pilots:

Lindbergh, age 24, was hired as Chief Pilot with a salary of \$300.00 a month. Thomas Nelson (23) and Phillip Love (23) army buddies of Lindy's, were also recruited. Lindbergh required each pilot carry a flashlight and be equipped with a new type silk parachute (Irving) for emergencies. He promised that no penalties would be laid against a pilot if he used his chute. There was a saying in the service about a parachute. ***If you need it and haven't got it, you'll never need it again.*** Pilots had to fly in visual contact with the ground. Some of the best pilots were killed when they pushed on into bad weather and fog. Weather reports were unreliable. There was no verbal communication with people on earth except for a friendly wave. Airports were cow pastures with a wind sock. There were very few rules or regulations to protect the pilot or, for that matter, the people on the ground.

Aircraft:

The Robertsons purchased four (#109/110/111/112) De Havilland D. H. 4s, a fabric wing, plywood fuselage biplane with a 12 Cylinder, 400 hp, water cooled Liberty engine. (Top speed 124 mph, range 250 miles, normal cruise speed of 90 mph) Designed in England in 1916, the D. H. 4 was a famous single engine bomber in World War I. In 1923 in its civilian incarnation (5000 built under U.S. license), the completely overhauled plane proved to be an adaptable mailplane. Landing lights and extended exhaust pipes that shielded the pilot's vision from the glowing exhaust made the plane a good night flying mail plane. In war time the pilot flew from the front cockpit with an observer in the back. For civilian use, however, the pilot swapped seats putting the mail in the forward cockpit.

The open cockpit planes were acquired from Army surplus for \$100.00 each, then rebuilt in the Robertson's company maintenance shop. Lindy had serious misgivings when the four D. H. 4s arrived at Lambert Field in STL. The planes had been declared unfit for any kind of military use. To make sure the planes would not fly again, an ax had been applied to the fuselage. The airplanes required almost a complete overhaul in the Robertson maintenance shop.

Contract Mail Route #2: (C. A. M. #2)

The route between STL and Chicago (Maywood, Illinois) operated on a schedule that saved one business day over train service to New York. A letter mailed in STL before 3:30pm was rushed to Lambert Field by a fast mail truck, transferred to a plane which was waiting with the engine running and flown to Chicago by 7:15pm. In Chicago, the mail would connect with mail coming in from California, Minnesota, Michigan and Texas. A Chicago to New York overnight plane (with a stop in CLE) would depart Chicago immediately upon the arrival of all of the inbound planes. The mail was in the post office in New York in time for the first delivery of the day. During the first five months of operations, 98% of the flights made their connections. Winter was a different story. Only two conditions would delay air mail: **Ice and Fog**. Ice comes from visible moisture which forms from freezing raindrops or partially melted snowflakes that fall through a below-freezing layer of air. Ice formation on the wing and/or propeller greatly affects the performance of the plane. Aerodynamics of the wing change when ice forms thus increasing the speed at which the aircraft may stall. A reduction in lift and thrust with a corresponding increase in drag and weight results. If no corrective action is taken to get out of this icing condition, there comes a point when the aircraft loses its ability to fly. The pilot has three options: 1) climb to a colder altitude where ice won't stick, 2) descend to a warmer altitude where ice will melt or 3) turn back and go home. **Fog** is a cloud at or near the earth's surface. Flight visibility above a fog layer is usually good. Depending on the thickness of the fog, you can usually look straight down through it and see objects quite clearly below. To the surprise of many pilots, the runway seen just seconds earlier has compactly disappeared. Slant or forward visibility in fog is usually near zero. Pilots had to rely on visual references on the ground to land as there were no navigational aids.

Sept. 16, 1926, (Aircraft #112)

Lindbergh departed STL at 4:25pm arriving in Springfield at 5:10pm. After picking up additional mail, Lindy departed for PIA landing at 5:55pm. At 6:10pm Lindy started the PIA to Chicago leg. There was a light ground haze with partly cloudy skies. Darkness came at approximately 25 miles northeast of PIA. A low fog rolled in a few miles northeast of Marseilles, Illinois at the Illinois River. Fog extended upward to 600 feet and Lindy was unable to fly under it. Flying northeast until 7:15pm, a glow on top of the fog indicated a town below near Chicago (Maywood). After circling for thirty-five minutes with no luck in finding the field, Lindbergh headed west to clear Lake Michigan. Flying westerly for fifteen minutes then turning southwest, Lindbergh was hoping to find the edge of the fog bank at the Illinois River. To Lindy's surprise, the engine started to sputter. ***I thought the carburetor jets were clogged. There should be plenty of fuel remaining in my mail fuel tank. I followed my emergency procedure and switched to the reserve tank.*** The engine came back to life immediately. ***The main tank must be dry.*** At 8:20pm the main fuel tank was indeed dry and Lindbergh was left with only the reserve fuel. Unable to find a break in the fog, Lindbergh was forced to make his third emergency parachute jump. (from an altitude of 5000 feet) When the engine sputtered and died, Lindbergh jumped out of the right side pulling his rip-cord after falling about 100 feet. The Irving Parachute (seat type) functioned perfectly. While descending gently to earth, Lindbergh heard a dreadful sound. The plane's engine (in a nose down attitude) roared to life as the residual fuel in the lines reached the carburetor. **LINDBERGH HAD NEGLECTED TO SWITCH OFF THE ENGINE'S IGNITION SWITCH.** It seemed as if the plane was chasing Lindy as he tried to steer his chute away from the plane as it spiraled to earth. The plane was in a left spiral of about a mile in diameter passing

approximately three hundred yards away from Lindy, leaving him just outside the circle. Their rate of descent was about the same. The plane made several passes at Lindbergh before he landed in tall corn stalks. Lindy walked in the heavy fog to a farm yard where a carload of farmers had gathered to look for the downed airplane. Lindy had to show the farmers his parachute in order for the men to believe that he was the pilot. After a short search, a neighbor found the crashed plane about two miles away from where Lindy had landed. The plane had skidded along the ground for about eighty yards, gone through a fence and came to rest on the edge of a corn field about a hundred yards short of a barn. The mail was on the ground intact. **The Sheriff from Ottawa arrived and we took the mail to the Ottawa Post Office to be trained to Chicago at 3:30am.**

After an investigation into the cause of the crash, it was found that a mechanic had removed the 110 gallon fuel tank for repairs and had replaced it with an 80 gallon tank failing to inform anyone of the chance. Instead of being able to return to PIA and clear skies, Lindbergh ran out of gas while over the fog bank searching for an airstrip.

Nov. 3, 1926. (Aircraft #109)

C.A.M. #2 (Contract Air Mail Route #2) Lindbergh departed STL at 4:20pm and arrived in SPI at 5:15pm. Weather at SPI was 500 feet overcast. After a five minute stop for mail, Lindbergh headed for PIA. Twenty minutes north of SPI, Lindbergh ran out of sunlight. Light snow had started with the ceiling at 400 feet. Due in PIA at 6:00pm, Lindy was flying into an ice storm that blotted out the lights below. Visibility in Pekin (south of PIA) had dropped to a half mile. Lindy flew on towards PIA at 600 feet where visibility was less than a half mile with a heavy mist and fog. Twice Lindy could see the lights below at 200 feet, but was unable to land. Circling PIA for thirty minutes, Lindy headed northeast towards the Chicago area. Weather earlier that day for a previous flight had shown the ceiling and visibility better in the Chicago area.

Having enough fuel for about 1:10 minutes and :20 minutes of reserve, Lindbergh knew going back to STL was impossible even if he could navigate directly. The only lights Lindy saw were on the field at PIA but the fog was just too thick. He flew northeast for thirty minutes at 2000 feet then dropped down to 600 feet. There were numerous breaks in the clouds and occasionally ground lights could be seen at 500 feet. Lindbergh passed over the lights of 4 small town and a few minutes later came upon a fairly clear area in the clouds. Climbing to 600 feet, he released his only flare, but the parachute connected to the flare caught the plane's tailskid. **The flare, torn away from the parachute, plummeted to earth like a rock.** For the second time in six weeks, Lindy was left with only one piece of emergency equipment, his parachute. Running low on gasoline (:10 minutes of fuel in the pressure tank) Lindy began climbing heading south towards the less populated areas out in the country. Lindy decided to leave his ship rather than attempt to land blindly. Lindbergh thought if he could see the stars, he would not mind leaping into the storm. The main gas tank went dry at 7:51pm and the reserve tank dry at 14,000 feet 19 minutes later. At 8:10pm Lindy reported; ***I rolled the stabilizer at 14,000 feet and cut the switches.*** (Remembering the previous jump when he had neglected to turn off the ignition.) Pulling the plane into a stall and just about to go out over the right wing, when it suddenly dropped. Fearing that the plane might strike his parachute, Lindbergh returned to the flight controls. ***After righting the plane, I got over on the left side of the cockpit. The airspeed read 70 miles per hour with an altitude of 13,000 feet.*** (Set Night Jump Record) Lindbergh jumped yanking the rip cord immediately after clearing the stabilizer. The parachute functioned perfectly. ***The last I saw or heard of the plane was when it disappeared into the clouds as just after my chute opened.*** Lindbergh floated gently down through snow then rain before coming to earth. Unfortunately the fog was so thick Lindy was unable to see the ground in time to avoid landing on a barbed wire fence on the **Robert Runge** farm near Covell, Illinois. He was saved from serious injury by his heavy khaki aviation suit. Seeing lights from a small town less than a mile away, Lindbergh with his parachute underarm, walked towards Covell. Lindy entered the

Joe Williams General Store to find four men playing cards. *Anyone hear a plane crash?* No one recognized the slim aviator.

B. K. (Pete) Thompson, a 22 year old farmer, offered his help. Having the only transportation available that night, Pete and Lindbergh climbed into Pete's father's Model T Ford to search the country side. Unable to find the crashed plane, Pete took Lindbergh to his family's farm (Charles and Lillie Thompson) just south of Covell. Lindbergh decided to spend the night at the Thompsons but then felt that getting back to Chicago to get another plane was a better plan. He feared locating the downed plane from a country road even in daylight would be very difficult and hoped to have better luck searching from the air. Leaving his parachute at the Thompson house, Pete and Lindbergh piled into the Model T and started for the train station in Bloomington, Illinois about ten miles away. Pete drove towards town over the bumpy, mud soaked roads. He recalled of Lindy. *For a man that had just ditched from 13,000 feet, he sure held on for dear life to whatever he could grab onto for the bumpy trip to town.* Lindbergh and Pete, about the same age talked most of the way to Bloomington. Pete remembered Lindbergh had talked about an Atlantic crossing: *It can be done and I'm thinking of trying it.* As they arrived at the train station Lindbergh asked Pete to search for the plane and guard the mail until he could return the next morning. Lindbergh told Pete; *He would find a 38 caliber revolver in the cockpit to protect the mail.*

Nov. 4, 1926:

Pete was awakened the next morning by his mother. While making breakfast, Lillie Thompson looked out her kitchen window to find the fallen airplane less than 500 feet south of the house. The plane's main gear and nose made contact with the ground at approximately the same time. The 12-cylinder Liberty motor had torn a big hole in the ground. One side of the main landing gear had torn off on initial impact, bounced over a hedge fence and into an old hog house some distance away. The plane flipped over after the second impact and came to rest on its back. The wings were completely destroyed. The metal frame of the fuselage and tail was intact except for the motor frame. Had Lindbergh remained in the plane there is a remote possibility he might have escaped injury. The tin seat had been thrown out of the wreckage and was found several feet away. The safety straps were in place and the fuselage was practically intact behind the mail compartment. The parachute from the failed flare was found hanging on the tailskid

Pete ran out to the crashed plane to find the revolver; Lindbergh had told him about the night before. *I found the .38 caliber revolver, stuck it in my belt and really thought I was somebody.* There were three mail bags on board. One from STL was split open and oil soaked evidently from the lubricating oil tank being cracked open at the same time that the mail bags were thrown from their compartment. A small amount of mail had scattered in the pasture. Lindbergh arrived around mid morning to find Pete and his neighbors picking up the stray envelopes. Lindbergh was not having a good couple of days. En route back to Covell from Chicago, Lindy was forced to land about 15 miles north of Bloomington due to a generator problem. After a quick fix, he continued on his way to the Covell area to search for his crashed plane. Flying over the Thompson farm, Lindy found the wreckage just yards from where he had stopped the night before. Cars lined the country road (now called Stringtown) in both directions. Lindbergh landed his reserve plane in the field next to the crashed plane. After Lindbergh had retrieved the mail, the small crowd of people that had gathered began to literally tear the plane apart for souvenirs. Lindy and Pete put the mail into the other plane. Then Pete recalled: *Lindy and I went up to the house to eat dinner.* Pete's mother Lillie had prepared fried chicken dinner with all the trimmings. After a short visit and lunch, Lindy had to get the mail, now twenty-four hours late, back to Chicago. But Lindbergh's problems were not over. His replacement plane that he had just flown in would not start. *We spent about two hours trying to get the new plane started. Lindbergh and I kept pulling the propeller like You did in those days, trying to start it. But it must have been too cold. The*

motor wouldn't turn over. Finally he went back to the house and boiled about 20 gallons of water to heat the radiator. Then the engine kicked right over. Pete recalled. Lindbergh gave a final wave good-bye and was on his way back to Chicago. That was the last time Pete and Lindbergh met face to face. However, Lindy would buzz over the farm from time to time and rock the wings and wave.

About a week later a maintenance crew from Robertson Aircraft arrived from St. Louis to pick up the rest of the wreckage. Pete recalled in a conversation with one of the men: **That Lindbergh is a good pilot but he sure is hard on equipment.** The Thompsons received a check a few days later for services rendered.

Frank Bill of the Bloomington *Daily Pantagraph* was on the job with a camera on November 4th, 1926, when Lindbergh's airplane was found on the Thompson farm. His pictures appeared in the Bloomington paper the next day. A short time later, Lindbergh sent a letter to Mr. Bill requesting a copy of the photographs. (See photo)

History Making Dates:

In 1919 Raymond Orteig issued a challenge to the Aeronautical world by offering \$25,000.00 to the first successful entrant to fly Trans-Atlantic Non-Stop between New York and Paris. Lindbergh stated: ***I first considered the possibility of the New York to Paris flight while flying the mail one night in the fall of 1926.*** He talked to Pete of Just that on November 3, 1926.

December of 1926: Lindbergh talked to some men in STL who were interested in financing the trip and went to New York to get information about planes, motors and details about it.

February 28, 1927: Lindbergh placed an order with Ryan Airlines of San Diego, CA for a plane with a Wright Whirlwind J.5.C. 200 horsepower radial, air cooled motor.

May 20, 1927: At 7:52am, Lindbergh departed Roosevelt Field on Long Island. He arrived at La Bourget Airport Paris at 10:22pm (French time) on May 21, 1927. Lindbergh had flown 3600 miles in 33 ½ hours.

Aviation Trivia:

By the time Lindbergh was preparing for his New York to Paris trip he had become a four-time member of the **Caterpillar Club**. Any flyer who jumps from an airplane to save his life becomes a member of this select group. Parachutes are made of silk and silk comes from caterpillars, hence the name Caterpillar Club. Lindbergh's first parachute jump was as a cadet in the Army Air Service after a mid air crash near Kelly Field (San Antonio, Texas). This marked the first time anyone had ever survived a collision of two planes in the air. The second jump occurred while spin testing a commercial plane at Lambert Field (STL). Lindbergh dislocated his shoulder in that jump. The third occurred over Ottawa, Illinois because a mechanic had removed a fuel tank and replaced it with another smaller one, failing to inform anyone of the change. Lindbergh's fourth jump was over Covell, Illinois at 13,000 feet. No other man in the country had made so many forced jumps. As a result, Lindy almost got grounded by then head of the Commerce Department, Aeronautics Branch, William P. MacCracken, Jr...***I was thinking of grounding you so you wouldn't be taking so many chances.*** MacCracken told Lindbergh. Mr. MacCracken did not ground Lindbergh only because Bill Robertson went to MacCracken's office persuading him to keep Lindbergh flying. They were so close to getting the last \$2000.00 to \$3000.00 to build the plane for the Atlantic crossing. If Lindy lost his license, they would lose their funding.

Robertson Aircraft; Shortly after the November 3, 1926, crash in Covell, Lindbergh left Robertson Aircraft to devote full attention to preparations for his transatlantic flight. Robertson Aircraft finished its first year with a performance record of ninety-eight percent of flights completed. However the operation was losing money, and the Robertsons eventually sold their route to another company that later became part of American Airlines.

B.K. Pete Thompson. Son of Charles and Lillie Thompson. Pete married Sybil Cooke, had two children, one of whom was Myra, my mother, a son Von, and eight grandchildren. Pete retired after thirty-two years with Standard Oil as a bulk dealer. Pete died Nov. 13, 1982.

The Thompson Farm: For many years the crash sight was marked by a tower built by Charles Thompson. After years of farming around it, however, the tower was finally torn down.

Historical Marker: An Illinois Historical Marker was placed at the sight of the Covell crash. It reads as follows:

ON A REGULAR MAIL FLIGHT NOVEMBER 3, 1926, CHARLES A. LINDBERGH PARACHUTED NEAR COVELL, IL. HIS PLANE LANDED ON THE CHARLES THOMPSON FARM 500' SOUTH OF THIS MARKER.

Dedicated September 25, 1977 by the Corn Belt Philatelic Society.

Information sources:

Mackinaw Valley News (June 1, 1967, pg4) Wayne Warner, Editor

Best of Flying; Article from Popular Aviation (May 1938) Written by Charles Lindbergh

Daily Pantagraph, Bloomington, IL. (Nov. 4 & 5, 1926; May 14, 1927; July 7, 1927; May 19, 1929; May 1, 1957; Sept. 1977)

Time Magazine: Nov 28, 1977 The Nation Section

McLean Co. Historical Society, Bloomington, IL.

Corn Belt Philatelic Society, Bloomington, IL.

Time Life Books: Flying the Mail (The Epic of Flight) by D. Jackson

Lindbergh Alone, by Brendan Gill, 1977 Harcourt Brace Jovanovich

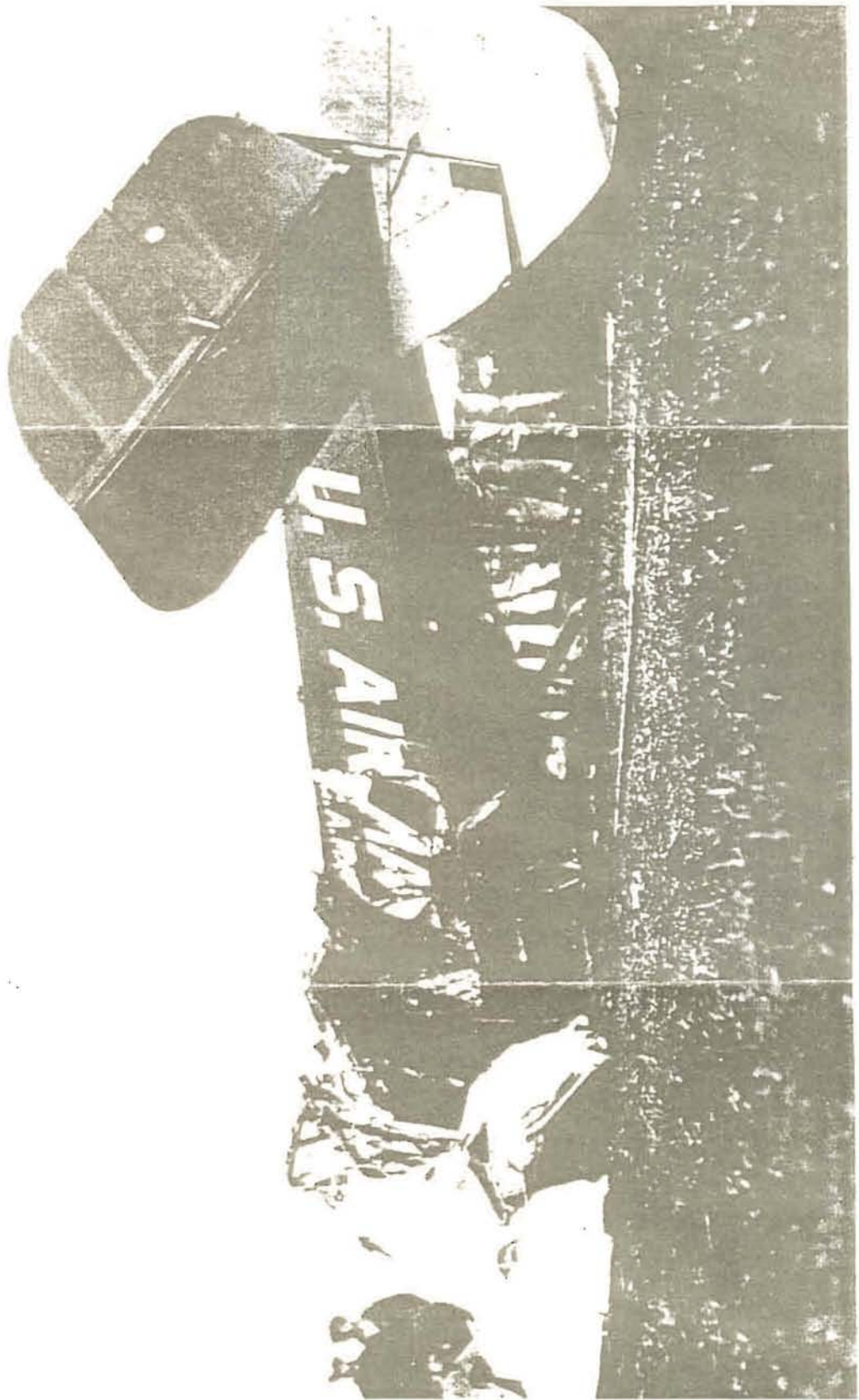
Individuals:

Sybil Gordon (Grandmother), Sharon, Sandy & Valerie Thompson, Theresa & Howard Frank, Mary, Matt, Will McDermott, Garth McDermott, Greg McDermott, Stanley Thompson, Louis & Gary Erisman, Nancy Ward

PRO LAMINATORS (JOHN REAMES) Sellersburg, IN 812/246-0900

Copy Connection, New Albany, IN (Karen Combes) 812/944-1916

Ben Franklin Crafts, New Albany, IN (Doug Landenwich) 812/944-1215



Remains of Lindbergh's airplane at Covell.

BLANK

1929 and 1930 Pantagraph Clippings

Saved by Alice White and Mrs. Wm. Bennett

AIRPORT NOTES

The Detroit Aircraft corporation, one of the major aeronautical concerns of the United States, announces Wednesday the purchase of the holdings of Oliver Parks, former Minonk boy, in Parks Air college, Parks Airplane Manufacturing company and Parks airport. Oliver Parks, with his brother Harvey, is the principal owner of the properties.

The 100-acre Parks airport is said to be 45 minutes nearer downtown St. Louis than Lambert-St. Louis field. The purchase price for the college, airport and manufacturing company was said to exceed one million dollars.

Vernell "Red" Irwin, former Bloomington Flying club instructor and now chief pilot for LaSalle-Peru Airways, Inc., will compete Monday in the On-To-Sioux Falls cross country race. Irwin will pilot a Travel-Air biplane with a Wright J-5 in the race. Irwin plans to leave LaSalle at daybreak Monday under the supervision of Western Union checkers and will attempt a non-stop flight to South Dakota. Herman Hamer, head of the LaSalle-Peru Airways will attempt the same feat in a cabin Travel-Air powered with a J-6 Wright.

In preparation for the flight Irwin Monday went to Rantoul to have his parachute repacked by army riggers.

Art Carnahan, Bloomington aviator, is manager of the Pontiac air meet that is to be held Sunday at the Pontiac airport operated by Joe Selotte. Mr. Carnahan expects 30 ships to compete in the program that includes balloon busting, races and dead stick landings as well as other features.

The majority of the planes at Bloomington airport are expected to compete in the Pontiac air meet.

Directs Airport



Staff Photos

Direction of Bloomington's aeronautical activities rests with this young pilot, Ben McMillion, manager of Bloomington airport. McMillion is successor to Tom Livingston at the local port. He is a trained pilot, having learned to fly in a Swallow biplane he owned jointly with Carl Klawitter.

Jack Bell Places Second in Stunts at Aviation Show

Jack Bell, Bloomington airport pilot, placed second in the stunting contest that featured the Ottawa air show held Saturday and Sunday. Bell was one of four Bloomington pilots who took part in the show. The others from here were Louie Horn, flying a Curtiss Robin; Franklin Kemp, flying a Waco, and Davis Merwin, flying SCOOP, The Daily Pantagraph's airplane.

Bell's second place in stunting and the prize won by Miss Alice Ellis, 218 East Beecher street, for coming the longest distance to the air show, were the only awards copped by Bloomington flyers. Miss Ellis flew to Ottawa in company with Pilot Bell and Chuck Howard.

Art Chester of Joliet, one of the flyers who placed in the Central Illinois Air derby held at Bloomington in July, copped the majority of prizes in the two-day show. Prizes offered during the show were contributed by Ottawa business men.

Aug. 3, 1929

Danville Air Meet Opens

Thousands Inspect New Chamber of Commerce Field.

Danville, Ill., Sept. 8.—(T)—Danville Saturday opened a two day celebration officially dedicating the Danville Chamber of Commerce airport. Several thousand persons inspected 25 planes, including seven army planes, and the Goodyear dirigible, at the field during the day. Additional planes are expected here Sunday.

Paul Norman, pilot for the Central Illinois Flying Service Inc., of Champaign, crashed in a cornfield near the airport during a balloon "bursting" contest.

Norman and a passenger, Ed Emerson of Champaign, were uninjured.

Sept 8, 1929.

Pantagraph Plane Is to Make Three Flights This Week

Airplane flights to seven Central Illinois towns will be made this week by The Pantagraph's airplane, SCOOP, flights being scheduled for Monday, Wednesday and Friday. Saunemin, Kempton and Cullom are to be visited Monday. The plane will fly to Bellflower and Foosland Wednesday and on Friday the ship will visit Melvin and Roberts.

Monday at Saunemin the plane will land at the Rich pasture, east of town. At Cullom the Harms farm east of town will be used for a landing and at Kempton the Charles Gardner property at the south edge of town will be used.

The plane will land at Saunemin at 3 p. m., in Cullom at 4 p. m., and will be in Kempton at 5 p. m.

SCOOP, Just as Disappointed as the Rest, Makes Flying Trip to Mendota and Meets Graf Zeppelin

Journey With Big Brother in Skies Provides Thrill for Pantagraph Plane.

Dear Bloomington and Central Illinois:

I was just as disappointed as you were Wednesday when I learned that the world circling Graf Zeppelin

had changed its course and was heading directly toward Chicago from Kansas City, instead of coming by way of St. Louis, Springfield, Bloomington, Pontiac, Joliet and Chicago, as originally planned.

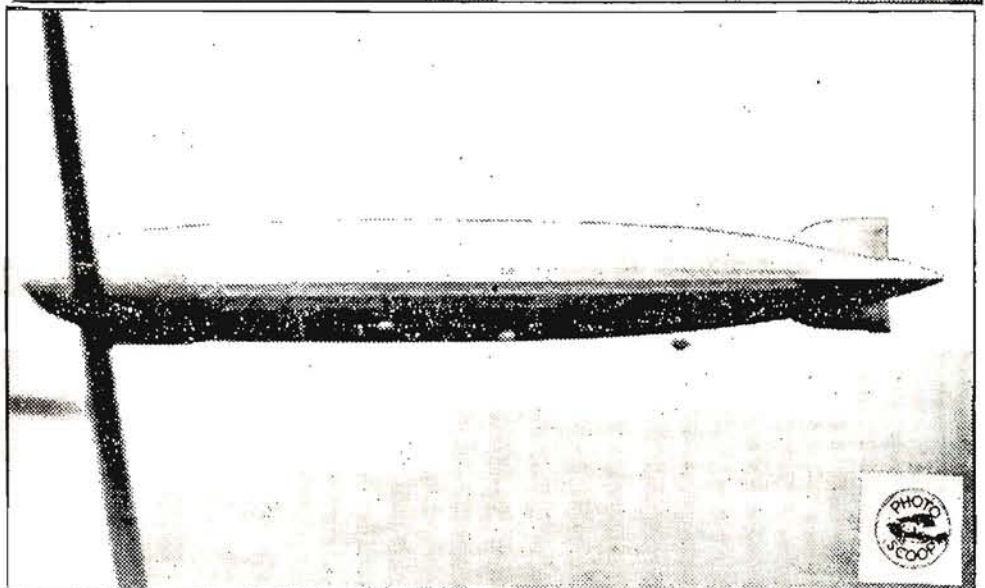
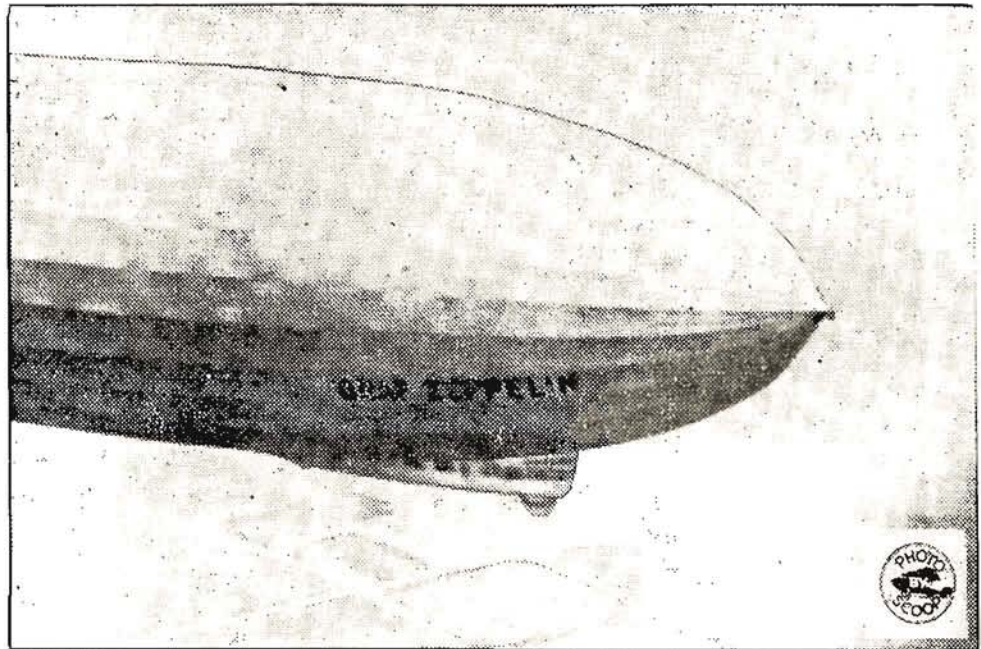
I especially wanted to see this giant of the air, which, although not just like me, is in a way, a big brother of the skies. And when it appeared that the Graf would miss Bloomington, my cylinders nussed a few beats, and my carburetor choked up, for I knew then that my one chance was gone. I was scheduled to visit the towns of Planagan, Graymont and Dana to deliver copies of The Pantagraph and to take several representative citizens of each town up for rides. The trip to these three towns was scheduled to take place just about the time the Graf was to be heading over the northern part of Illinois, and I knew that I couldn't do that and see the Graf too.

Ready to Go—But Waits.

And there I was, all turned up and ready to go. My pilot, Jack Bell, had worked far into the night Tuesday, grooming me up, making sure that I was in good running order so that I might go toward Springfield in the morning and accompany the Graf over Bloomington and Central Illinois. He even came out to look me over again Wednesday morning, bright and early, and by 8 a. m. I was set to go. Then came the seconds, minutes and hours of delay, while the Graf zigzagged up and down on its course to Kansas City, and then east and north, not seeming to know just where it was going. Now it would turn north, and my hopes would die. Then it would turn east, and my hopes would rise. And so it went. At 1 p. m. they told me that it was heading north in Iowa, and that the last possibility of its coming over Bloomington or Central Illinois had passed, and that I was to be taken, instead, to Planagan, Graymont and Dana.



SCOOP Sees Big Brother in Skies Near Mendota



One of its biggest thrills was provided for The Daily Pantagraph's airplane Wednesday when it was flown to Mendota by Pilot Jack Bell with C. W. Orcutt, managing editor, and William T. Rainey, state editor, as passengers to meet the world girdling Graf Zeppelin in the air. The Pantagraph plane escorted the giant air liner for some distance and these exclusive photos of the zeppelin were taken from the plane. The upper picture snapped near the Graf shows plainly the name while the lower, taken some distance away, gives a splendid idea of dirigible's appearance as it sailed through the air.

I knew that the people there would think me a poor substitute for the Graf, and I didn't want to go. But I held my peace. I knew that the people in those towns wanted to see the Graf or nothing Wednesday. That is, they probably would have been glad to see me, too, if they had been able to see the Graf, but as long as they couldn't see the Graf, I was just sure they would think me a poor second choice. Well, that's how it stood, and by 1:30 I had to make up my mind to do as I was told. But I still felt just the same.

Glad News Comes.

And then, what do you think happened? Just when I had made up my mind to go to Flanagan, etc., the telephone in the hangar rang. It rang and rang, and no one answered it. I was sure it was for me, but I couldn't get anyone to pay any attention. Finally Jack Bell heard it, and went running to pick up the receiver. I couldn't hear what was said to him, nor what he said, but in a jiffy he came running back, and his face was all smiles. I know for sure then that good news was in the wind. And sure enough, it was. Jack threw his helmet into the air and shouted:

"We're going to see the Graf." And immediately he took hold of my propeller and turned it around with such force that my motor started running then and there.

It was sure a sweet sounding purr, and I waited for Jack to get in. But he didn't. He just stood there and grinned. People knew something had happened, and they flocked around to see what it was. And Jack just told them, "We're going up to see the Graf."

Suspense Is Awful.

The suspense was awful, and finally Jack got tired of it, too, and he shut off my motor. Then at 1:50 an automobile came tearing into the field in a cloud of dust. Out jumped C. W. Orcutt, managing editor, and William F. Rainey, state editor, of The Pantagraph. They each got right into the front cockpit, and Jack hurriedly turned over the propeller again, and once more the motor started. This time Jack crawled into his own seat, opened the throttle, and away we went. He only taxied about half the length of the field, and we took the air.

Other Ships Follow.

Boy, what a thrill! Behind us came two other ships, one piloted by Art Carnahan, and the other by Louie Horn.

We didn't go very high, and although I'd rather be way up there, where I've got plenty of time to find a good field in which to land, if something goes wrong, I knew that Jack was sticking close to the ground in order to make faster time. And he did. He kept me right at 76 to 78 miles an hour, according to my airspeed indicator, and before we knew it, we had passed El Paso and Minonk. And then things began to look pretty bad ahead. It started to rain, and rain hurts my propeller. You might not think that water could hurt anything, much less steel, but the blades of my prop turn so fast that they sometimes get little nicks in them, just by hitting rain drops. And too, the sky was so dark and dreary ahead. And maybe you think it wasn't cold!

SCOOP MEETS GRAF IN SKY

Pantagraph Plane Escorts Big Brother--Pictures Are Taken.

'Everybody's Gone to Mendota.'

All the time, I was keeping my eye out for the Graf, which I knew must be somewhere to my left. But I couldn't see bag or cabin of it, and we kept on going. Finally ahead, we could see the smoke of LaSalle and Ottawa, and Jack turned toward LaSalle. As soon as he reached the north side of town, he throttled down the motor, and we glided into the LaSalle airport.

Not a ship was on the field, and I felt as though we were on the wrong trail. But three or four men came strolling out to see what we wanted, and then they informed us that "everyone has gone to Mendota."

Art Tries Twice.

"Then we'll go to Mendota," Jack shouted the had to shout, because he hadn't shut off my motor, and away we went again.

Oh, I forgot to tell you, that before we got to LaSalle, we overtook Tom Livingston, manager of our airfield, who was flying up to see the Graf, too.

Well, anyway, we headed into the northwest, with the three other

ships following, and it was only a few minutes before we set down at the field near Mendota. It's a small, narrow field, and has a bad high-line on one side, so be careful if you go that way sometime. Art Carnahan, in fact, had to try twice, before he could set down.

"Let's Go West."

Well, we just stopped taxiing, when someone came up to the ship and wanted to know if we'd found the Graf. Imagine! But they told us that a report was being circulated around, that the big dirigible was about 30 or 40 miles to the west.

This time Orcutt spoke up: "Let's go west, right now."

So once more away we went, this time heading almost due west, but a little north. And the other ships following.

'There She Is!'

Well, we flew along until we were about over the town of Walnut when I heard a shout, a shout that could be heard even above my own motor. It was Jack, and he was crying "There she is! There she is!" And he was jumping up and down so hard in his seat, that I thought he'd gone crazy.

But I looked to where he was pointing, and sure enough, there, way away, it seemed, was a big long thing that I knew was the great Graf Zeppelin. (Don't mind if I don't use good grammar. I suppose Graf means great. But anyway, it was the great Graf.) And it seemed to be cutting across our path, going northeast.

Meet the Graf.

We headed straight for it, but suddenly, without any warning, Jack turned completely around. I KNEW then that he'd gone COMPLETELY crazy. But I soon changed my mind. We were climbing and climbing, and I remembered that we didn't know just how fast the Graf would be traveling, and we didn't know whether we could keep up with it. So Jack was climbing to an altitude where we could, if necessary, take advantage of the increased speed that would be ours when we came back down to the level of the Graf. So we circled and climbed, and finally we were up, oh, 3,500 or 4,000 feet, and well above the Graf, which was at an altitude of about 2,500 feet. By this time, though, the Graf was almost caught up with us, and so we started circling down. We could see that she wasn't going so fast! After all, and we came on down and down until we were right beside it, and on the same level. Then Jack slowed down, just to see how fast the Graf was going. It was only traveling 65 miles an hour.

But I expect you're more interested in what the Graf looked like, than in what we did.

25 Times SCOOP'S Size.

Well, I don't know that I can describe it very well. It was big. Gosh, but it was big. And I called it my BIG brother? Big is no name for it! Why, it's more than two city blocks long—over 700 feet. Just think of it. About 25 times as long as I am.

But what got me was the cabin. It isn't big at all. And yet the ship

was carrying 59 persons. Fifty-nine! Of course, some of these persons, (43 of them are of the crew) ride in the tiny gondolas that support the motors, one to each of the five. There may have been more than five motors, but in my excitement I forgot to count them, and five is all I remember seeing.

Maybe, It's All Right.

The bag, though, is oh, so big. It so overshadows the cabin and gondolas that you hardly see them at all. And that's probably what makes it seem so large.

Between you and me, that big thing didn't look so hot. We could see it bouncing up and down a little, and also we could see the canvas, or whatever it is that covers it, ripple in the wind, like the canvas might be loose. Of course, that rippling was only back near the fin, and probably Doc Eckener knew about it. I have to admit that the rest of it looked sturdy enough, and even though it did bounce up and down a little, it sailed along pretty smoothly. So maybe it's alright after all. Anyway, it had flown almost around the world when I saw it, and I guess that's more than I could do.

The Graf Is 'Shot.'

But to go on. (And I'll have to tell you something about ourselves in order to tell you more about the Graf.) We fooled around the big ship, running along with it, and zigzagging ourselves so that Bill Rainey could take some pictures of it. But it seemed that my struts and wings kept getting in the way, so finally Jack shot me into a steep climb from which I came out with a sigh of relief. (Right here it might be best to tell you, though, that Jack Bell is just about the best pilot going.) Well, Jack was up above the Graf again, and now Bill could get some better views, and he and Orcutt "shot" the Graf over and over again.

By this time, five other little planes, besides ourselves, were playing around the Graf, and I didn't like it any too well. Not only was I afraid that one of them

might hit the Graf, but I was afraid that one of them might hit me, while I was staring at the big ship, instead of watching where I was going. One of the small planes, in fact, got my goat. And it must have gotten the goat of those on the Graf. It flew right up beside the dirigible, too close for comfort, and then slipped right under it, to come out on the other side. Just like a guy sometimes does when he is swimming beside a boat and then goes under water and comes up on the other side.

We stayed at a safe distance, but we wanted to get one more good picture before we quit. So we slowed up a little to let the Graf pass us, and then we slipped over to a course on the other side, and speeded up, coming a little closer, until we were right up by the big, stub nose of the ship itself. There we got a fine picture, and the words "Graf Zeppelin" show up in it just fine.

Doc Doesn't Wave.

While we were running alongside the ship, something funny happened. One of those little gondolas holding one of the motors, suddenly opened up. That is, a door on its side opened, and believe it or not, a man stepped out and waved at us. Guess those little gondolas weren't so small after all. And then as we flew along the side of the cabin, we could see people in the windows. They weren't very clear, cause it was just like trying to look into a house from the street. It's darker inside than it is out. But we could see that people were there, and up near the front of the cabin a fellow, all dressed up like a commodore, was sitting, with his elbow resting out on the window sill. We sort of want to believe that it was Doc Eckener, himself. He didn't wave, though.

All Lost But Jack.

Well, we had been playing around the Graf for over 25 minutes, and had covered a lot of ter-

ritory. And besides we didn't have any more film left for taking pictures, and besides, the gasoline was running low.

So we turned away, rather reluctantly. I had been paying so much attention to the Graf, that I had forgotten all about keeping track of where we were, and I'll admit I was lost. But I guess I wasn't the only one. I heard Orcutt shouting to Jack, asking him if he knew, and Jack, old faithful, said he did.

Sky Swallows Graf.

He turned us around, and after what seemed a long, long time, I once more saw the smoke of LaSalle and Ottawa ahead. Then I felt easy once more.

But in the meantime, we watched the great Graf Zeppelin fade into the distance as it sailed easily on toward Chicago. The sky, which had been rather hazy and dark all the time, seemed to become darker and at last the Graf was swallowed completely. We hated to think it was all over.

Visit Dana, Anyway.

But just then we began to turn our thoughts to other things. The gas gauge was showing that we had but very little gas left. And no landing fields around. Well, Jack seemed to know what he was doing, and so we tried not to worry too much. But he kind of surprised me when he set down in a little pasture near Dana. A young farmer came out to greet us, and I saw that he and Jack knew each other. Jack asked him

for gas, but was able to get only two gallons. That is, we could have had more, but it was ordinary gas, and I have to have much better gas than that. So Jack took only two gallons, enough to carry us on a ways farther.

But if gasoline was ever eaten up in a hurry, that was. It was gone in almost no time, and so when we got to El Paso, Jack set down again in a pasture. This time, he went into town and had a garage man bring out five gallons of high test gas. So we took off on our last leg for home, and in 10 minutes, we arrived.

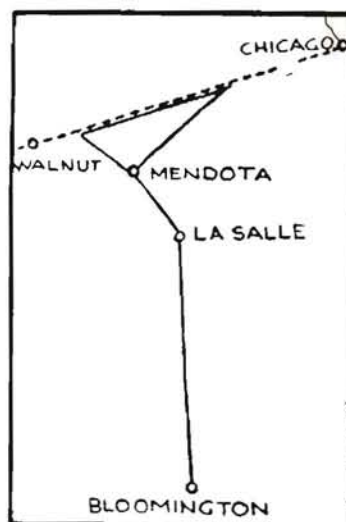
Well, folks, this is rather a long letter, but I knew that you were pretty disappointed at not seeing the Graf, so I thought I would do what I could, by going to see it myself, and then telling you about it the best I knew how. That isn't as good as seeing it yourselves, but maybe it'll kind of show you that it was a sight worth going a long way, and waiting a long time to see.

If I can ever be of service to you, please get in touch with me or my pilot at once.

Yours very truly,

SCOOP.

Flight With Graf



Above is shown the route followed by SCOOP. The Pantagraph plane, in its search for and flight with the Graf Zeppelin Wednesday. SCOOP flew north to where it intercepted the route of the Graf, near Walnut, and from there on for 25 minutes, kept abreast with the Zeppelin on its way to Chicago, finally returning to Bloomington.

High Cost of Air
Mail Service
Explained.

Plane Talk

Transport Licenses Call
for Exams Every
6 Months.

The transport pilot's license is the highest official rating given a flyer by the



Art Carnahan

United States government. It means that the holder is qualified to take charge of a plan anywhere in the United States and unless revoked is of permanent nature. Every six months, however, transport pilots must be examined by a physician sent out by the department of commerce.

Art Carnahan, one of Bloomington's veteran flyers, who is now officially a transport pilot, has charge of flying the Stinson-Detroit cabin monoplane and a Monocoupe, recently purchased by Willis Atkinson. He has also soloed a number of the flyers at the Bloomington airport.

SEPTEMBER 10, 1929.

AIRPORT NOTES

The latest addition to Bloomington's fleet of airplanes was landed at Bloomington airport early Saturday afternoon by its owner, Rogers Humphreys, pioneer Bloomington flyer. Humphreys flew the ship down from Aurora, where he made the purchase.

The new plane is a Waco 90 biplane, the same type as Humphreys formerly owned. It is the third ship he has owned. In purchasing the plane, Mr. Humphreys traded in his used Waco, making the deal with John Livingston, head of the Midwest Airways, dealers in the Waco planes.

The Humphreys plane is of striking color design, having a dark red fuselage, striped with black

and gold and silver wings and empenage.

Bloomington airmen brought home their share of prizes from the Danville air meet Monday. The meet sponsored by the Association of Commerce, was held Saturday and Sunday and attracted a crowd of 20,000 persons.

Jack Bell, piloting Hula Baby, romped off with second place in the balloon busting contest Saturday and took first place Sunday. Saturday he entered a new air sideline and made his second parachute jump to win second place in a parachute jumping contest. Sunday he jumped again and took first place. Lewis Horn and Eddie Brooks, also of Bloomington, competed in the parachute contest. Bell leaped from his own ship, Hula Baby, Sunday.

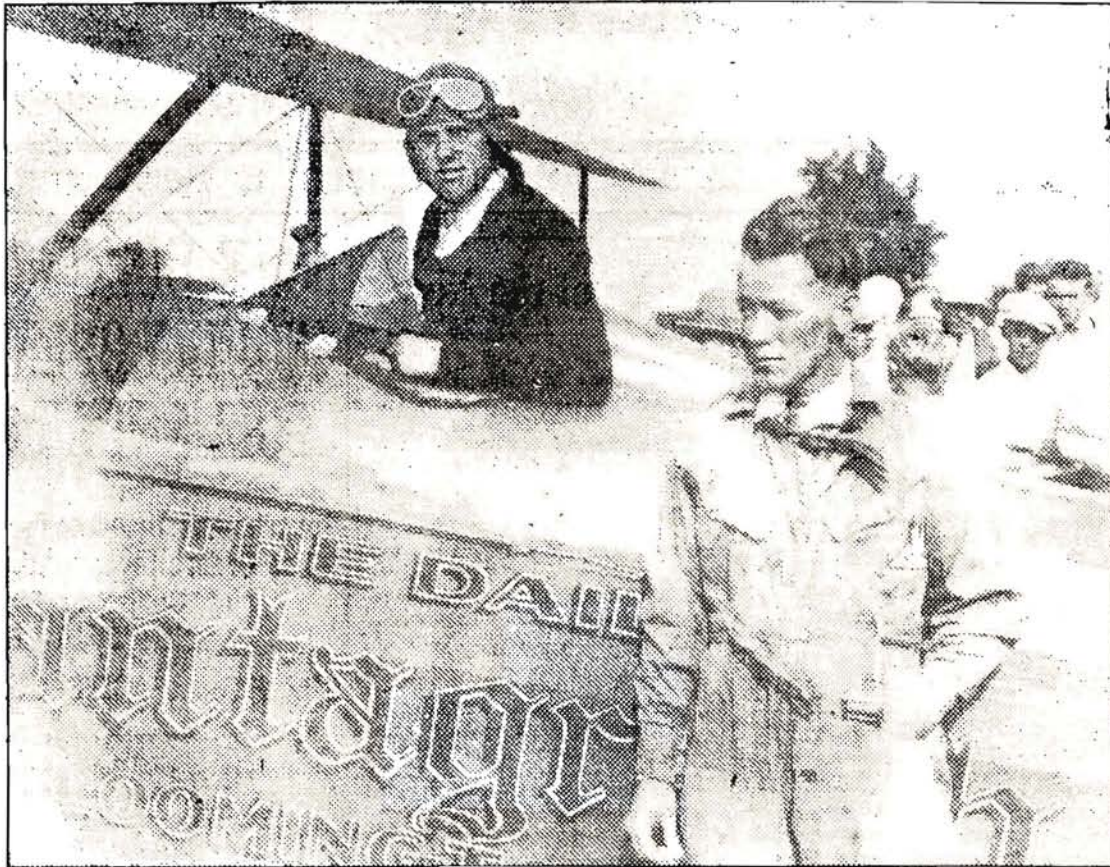
John Livingston of Aurora was second in the balloon busting contest Saturday and Art Chester of Joliet was first Saturday. Five out of six entrants in the dead stick

landing contest landed within the designated circle in the field. The contest was won by Carl Grau of Ottawa flying a Bird biplane.

There were 40 planes at the meeting including six pursuit planes from Selfridge field and Chanute field, an all metal Ford passenger ship and the Goodyear Rubber company's blimp.

Sept 10, 1929

Parachute Jump Is Made at Celebration



This photo was snapped at Hartsburg Thursday afternoon just after Eddie Brooks, parachute jumper, had landed and walked over to shake hands with Jack Bell, pilot of SCOOP, from which Brooks jumped. Part of the crowd at the Hartsburg field can be seen in the background. SCOOP made a scheduled visit to Hartsburg Thursday and brought along Brooks, who had been obtained for a jump at the homecoming.

Sept 1, 1929.



L. S. HORN
La Fayette Apts. 104
BLOOMINGTON, ILL.

Commercial Pilot



William Bennett Solos at Bloomington Airport

William Bennett, 1505 East Jackson street, soloed in his new Monoprep, over Bloomington airport Saturday afternoon. Bennett's instructors, Arthur Carnahan and Jack Bell of the Carnahan-Bell aviation school, said their pupil made good takeoffs and came down to three-point landings, goal of all flyers. Bennett is employed in the business office department of The Daily Pantagraph. He purchased his ship in Moline several weeks ago.

March 8th 1930

March 9, 1930

Transport Pilot Directs Scoop



This is Jack Bell, official pilot of the Pantagraph's biplane, Scoop, standing beside his machine just before a takeoff. Bell is a transport pilot, has flown Scoop nearly 10,000 miles and has soloed a number of Bloomington aviators. His spare time is spent on books dealing with theoretical and practical sides of flying.

Pantagraph Photo.

SEPTEMBER 8, 1929.

AIRPORT NOTES

When A. G. Green, Kansas City, found it necessary to hasten to Bloomington from Davenport, Iowa, he discarded customary means of transportation and used an airplane. Leaving Davenport in an airplane at 11:30 a. m. Saturday, he arrived in Bloomington two hours later. Green made the trip in an American Eagle piloted by a Davenport Airways pilot. Green's services were needed here by Bloomington merchants preparing for the annual fall style show. He is an expert on the renovation of wax figures used in window displays.

C. A. Wright, Curtiss representative in this territory, stopped at Bloomington airport Saturday. He was flying a Curtiss Robin and was enroute to Chicago. While in Bloomington he conferred with Charles Zweng, president of Bloomington Flying club.

With three Bloomington ships participating Saturday in the events incidental to the dedication of Danville airport, plans were be-

ing made to have a fourth ship attend the show. Ferdinand Schadt and Leo Jackson, owners of a Travel-Air biplane, plan to fly to Danville Sunday in company with Art Carnahan.

Three Bloomington airplanes Saturday entered competition held in conjunction with the dedication of the Danville airport. Jack Bell, flying Hula Baby, Louis Horn at the controls of his Curtiss Robin and Franklin Kemp, piloting his Waco biplane, were the local men at the meet. Bert Streeper and Eddie Brooks made the trip to Danville with Bell and Kemp. Brooks is scheduled to make a parachute jump Sunday.

Sept 8, 1929

New Six-Passenger Cabin Monoplane Is Largest at Bloomington Airport



Here is a picture of the new six-passenger Stinson Detachable cabin monoplane recently purchased by Walter W. Williams, vice president of the Williams Oil-O-Matic corporation. In front of the plane are, left to right: Walter W. Williams, Mrs. Williams and Art Carnahan, pilot. The new machine is the largest cabin plane to be owned by a Bloomington aviator.

Photo by Delted.

AIRPORT NOTES

Walter Williams took off in his Stinson monoplane shortly before noon Saturday for Kenosha, Wis. on a business trip. Mr. Williams was accompanied by Mrs. Williams and Art Carnahan, pilot. They will be gone over the weekend.

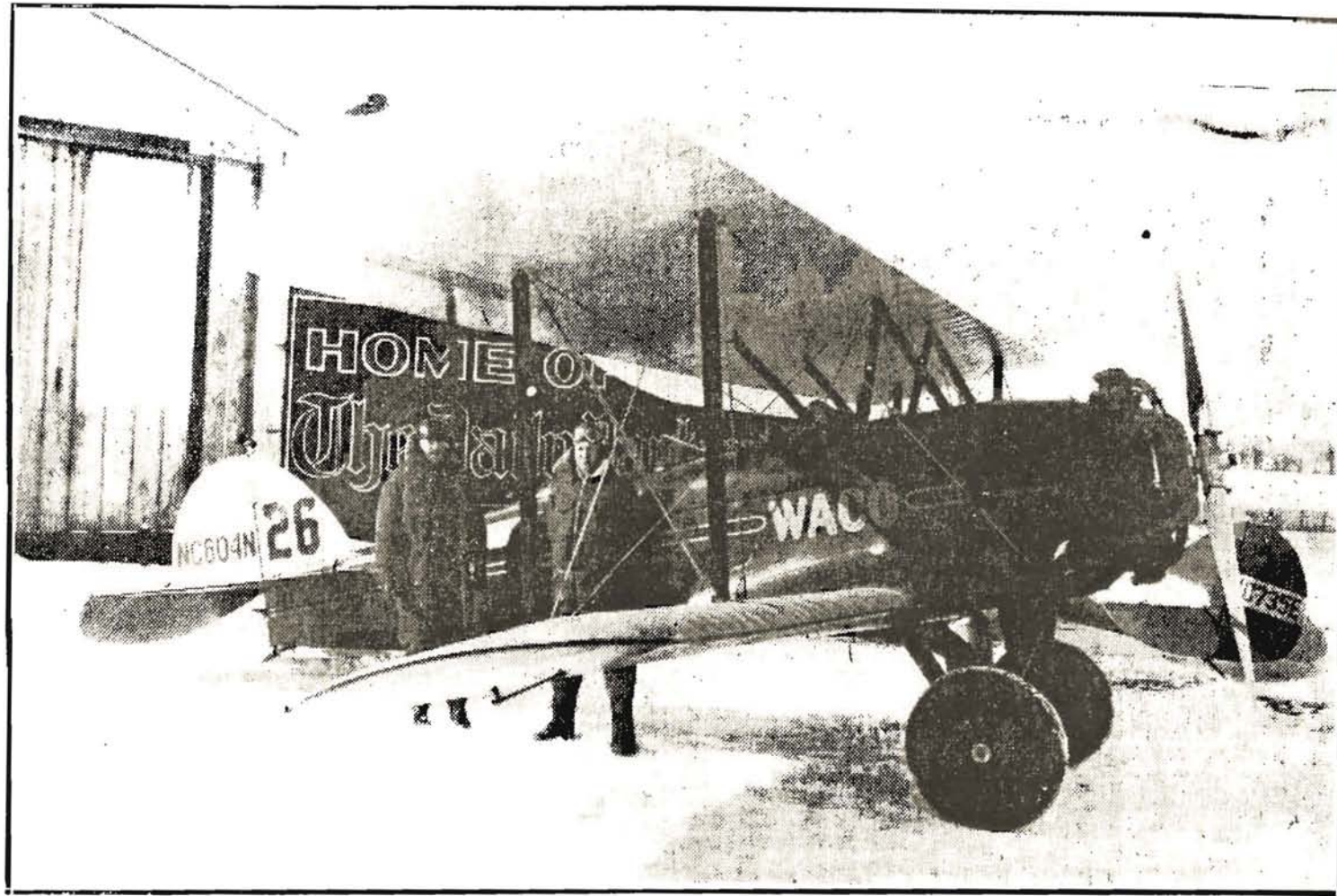
Davis Merwin, flying The Daily Pantagraph's airplane, Scoop, flew to Manito, Ill. Saturday on a business mission.

Monday Jack Bell, Archie Baldrige and Elmo Lain will leave by automobile for Troy, Ohio to fly back to Bloomington in Baldrige's Waco biplane. The ship was sent to Troy, the town in which the Waco plane is manufactured, for repairs. The plane was damaged while making a landing at Bloomington airport. Bell is to be at the controls on the flight to Bloomington from Troy.

AIRPORT NOTES

Davis Merwin and Jack Bell returned Wednesday morning from Troy, Ohio, to where they had flown in Scoop Tuesday morning. Strong headwinds so delayed their return trip that they landed at LaFayette, Ind., and remained overnight Tuesday.

Wright Whirlwind Motor Powers New Pantagraph Plane



THIS IS A PICTURE OF THE PANTAGRAPH'S NEW PLANE, SCOOP, TAKEN AT BLOOMINGTON AIRPORT LAST week while it was being inspected by Davis Merwin, right, president and general manager of The Daily Pantagraph, and Jack Bell, left, the plane's official pilot.

This new ship is powered by a J-7 Wright whirlwind motor capable of developing 225 horsepower. It is a straight wing model and has a top speed of 140 miles an hour. The motor is air cooled. In a timed test this ship took off from the ground in less than one-twelfth of a minute after its wheels began to revolve. The new plane replaces one powered with a 90 horsepower motor. This new biplane was purchased by The Pantagraph after officials of the organization had considered the value of a plane in obtaining news stories and pictures. It was pointed out that greater speed than was possible with the original plane was needed in reaching remote points in The Pantagraph's territory.

For this reason the new plane was obtained. The Wright whirlwind motor is of the latest type of air cooled construction and is one of the most powerful available for this type ship. Capable of carrying three persons, the biplane is equipped to handle camera equipment carried on all news flights.

Photo by United.

PASADENA STAR-NEWS

PASADENA, CALIFORNIA, THURSDAY, JANUARY 30, 1930

Newspaperman Battles Fog in Speedy Flight Here
From Bloomington, Illinois on Visit to Parents



SCOOP II AND ITS PILOTS

The Aviators Are Shown to the Left of the Plane, Jack Bell to the Extreme Left, and Davis Merwin, Publisher-Aviator, to the Right.

Flying Publisher Makes Fast Trip From Bloomington; Now Visiting Parents in Pasadena

Davis Merwin With Pilot Jack Bell Covers Route in Less Than Seventeen Hours; Says Plane Helps Newspaper in Its Business

Encountering fair flying weather, with the exception of low hanging fog in Illinois and Kansas which forced him to fly "blind" for long periods of time, Davis Merwin, president and general manager of the Daily Pantagraph, Bloomington, Ill., late yesterday set his Waco "225" plane down at Vail Field after covering the 1700 miles from his home in 16 hours and 50 minutes flying time.

Mr. Merwin, who is an enthusiastic pilot with more than 200 hours to his credit, flew West to visit his parents, Mr. and Mrs. Louis B. Merwin of 237 Palmetto drive, Pasadena. He expects to be here for a month, during which time he will see California and add to his hours in the air. On the trip West he added more than 15 hours to his time. The rest of the time the plane was piloted by Jack Bell, who is the regular pilot for the ship, which is owned by The Pantagraph and is used to obtain important news and pictures at times where speed is a factor of general conditions prevent the use of automobiles or other carriers.

Named "Scoop II"

The Waco, which has been christened Scoop II, was the winner of the 1929 Ford Reliability National Tour. It replaced an OX-5 Waco, which had been in Pantagraph service since June 6, 1929, and had flown 300 hours. Mr. Merwin's plane is an open cockpit biplane capable of carrying a pilot and two passengers, and is equipped with dual controls. It is powered with a J-6 Wright Whirlwind, seven-cylinder, radial motor. The ship has a top speed rating of 128 miles an hour, with a cruising speed of 105 miles an hour. Actually, its top speed is 140 miles an hour. It can land at 42 miles an hour and climbs at 1200 feet a minute. Its normal fuel consumption is twelve gallons of gasoline an hour.

Taking off from Bloomington at Monday noon with a thick ground fog, the plane was flown blind for more than 100 miles. The 312 miles to Kansas City Municipal Airport was flown in exactly three hours. Leaving Kansas City the next morning the pilots covered the 170 miles to Wichita, Kan., in one hour and twenty-five minutes. After gassing up at Wichita, the plane flew to Amarillo, 305 miles, in two hours and forty-five min-

utes. At Amarillo they inquired of weather conditions to the Coast and were advised to fly to Clovis, N. M., to spend the night. The 105 miles to Clovis were flown in one hour.

On Final Hop

Leaving Clovis Wednesday morning, the newspaper plane virtually played hide-and-seek with a T. A. T. Maddux plane all day, making the first hop to Albuquerque, 190 miles, in one hour and fifty minutes. The Albuquerque-Winslow leg, 230 miles, was covered in two hours and fifteen minutes. One hour and fifty-five minutes later they were at Kingman, Ariz., 190 miles distant, where they gassed up for the final hop to the Coast.

Leaving Kingman, they followed the trans-continental air lane, arriving at Vail Field late in the afternoon. The 245-mile leg was covered in two hours and thirty-five minutes.

Grand Scenery

From a standpoint of scenic grandeur, no air trip could be comparable to the flight west, asserted Mr. Merwin. Particularly was the Painted Desert region of Arizona beautiful beyond compare, he said.

Mr. Merwin took his first flying instruction on October 6, 1928, and soloed on November 11 of that year. He now has approximately 216 hours in the air. He expects to add a number of hours while on the Coast and will take his examination for a transport pilot's license soon. He now has a limited commercial license.

Use of a plane in newspaper work is a proven advantage, says Mr. Merwin. He has found the "Scoop" enables the newspaper to cover the field more thoroughly and in less time than any other method of handling important assignments.

SCOOP FLIES THROUGH PASS

Trails T. A. T. Plane Over
Dangerous Region--Save
Day's Time in Flight.

Trailing a 14 passenger trimotored plane through the same mountain pass from which a T. A. T. ship lost its way in a storm a few months ago and crashed into Mt. Taylor, Davis Merwin and Jack Bell, flying in Scoop, were able to save a day's time and give themselves the biggest thrill of a flight from Bloomington to California.

Flying at an altitude of 8,500 feet, the Bloomington aviators were able to look down at the snow covered sides of Mt. Taylor and occasionally in a clearing could see deer running about or grazing. Ahead the tri-motored plane led the way through the pass until the two ships reached the port at Albuquerque, which is 5,300 feet above sea level. Radio on the passenger plane prepared field attaches for the coming of the visitor.

Tells Story of Flight.

Here is Bell's own story of the trip:

"The first day's short flight of three hours to Kansas City was uneventful. One incident attracted our attention after arrival when a cabin monoplane was reported to have crashed a mile away. This caused little concern among pilots as it is now an accepted fact that approved and licensed planes are not faulty and that the crash was the result of human element. This was later proven to be true.

"The second day we left Kansas City about 10 a. m. and landed at the Swallow airplane factory at Wichita, Kan., an hour and 25 minutes later. We visited the factory for about 45 minutes and then hopped off for Amarillo, Texas. After landing at Amarillo two hours later we carefully examined weather reports due to increasing cloudiness. We found real co-operation from airport officials and radio operators and in 10 minutes time after landing we had a typed weather report for an area covering 100 miles. Although the ceiling was low, no precipitation was expected and the report indicated sunshine farther along the course. True to the report we flew from the cloudy area after 30 minutes and landed at Clovis, N. M., at 3 p. m.

Urged to Try Short Hop.

"This is an interesting airport. It is six miles from Clovis and the field is one mile square and unusually smooth. The Transcontinental Air Transport, Inc. owns the field and operates a hangar 200 feet by 150. The building is of metal construction. One mile from the field is the broadcasting station, wired to the office, where the operator and weather forecaster keep in touch with planes. This large hangar has a capacity of seven planes, has a concrete floor and apron.

"We decided to stay all night here and had planned to fly to Tucson, Ariz., the following day on a two day flight into Los Angeles, thus avoiding the apparently dangerous mountain flight. However, the weather man at Clovis was insistent that we proceed straight across the mountains on a one day flight into Los Angeles.

"We examined his weather report and outlined a compass course through the Rockies and across the desert into Los Angeles, deciding to attempt the one day saving. We knew that in case of trouble our parachutes were dependable although we wanted to return the new Scoop safely to Illinois.

Climb Is Gradual.

"We arose early on the third day out from Bloomington and prepared for a real adventure over the mountains where the T. A. T. plane crashed head-on in a storm a few months ago.

"Upon arriving at the airport we found that the T. A. T. plane was soon to hop off for Los Angeles over the route with a full load of 14 passengers. We hurried into the air alongside this plane.

"The gradual climb for altitude sufficient to allow us to pass over the mountains was hardly noticeable because the ground surface appeared to climb with us. After nearly two hours flying we entered a mountain pass flying 8,500 feet and immediately descended until we came to the airport at Albuquerque. The transport plane landed just ahead of us for a 10 minute rest stop. We obtained fuel during the period and resumed our flight alongside the ship. Slightly after leaving Albuquerque we were forced to fly above 10,000 feet, barely clearing a flat topped mountain at that height. On this same trip we saw some wild horses and antelopes. Two hours later we landed at Winslow, Ariz. This was another stop for our flying companions and we fueled up in time to again resume flight with them.

"Our next experience was to fly over the desert which truly holds some beautiful scenery for the aviator. We flew directly over a huge crater where a meteor is said to have fallen. The hole was three quarters of a mile in diameter and apparently about 200 feet deep. A small hut could be seen in the center.

"The next and last fueling point was at Kingman, Ariz., 280 miles from Los Angeles. The passengers on the tri-motored plane were by this time curious as to how we were able to stay close by and the radio operator on the plane reported our progress in his report which is made every 15 minutes. Hours ahead of us airport officials knew of our progress and stood in waiting to aid either in emergency to fuel our tanks or give us weather reports. The operators at Kingman and Winslow had the reports made out before we arrived, the report even carrying our names and the type of plane flown.

"About 4 o'clock in the afternoon of the third day out we slipped by Old Baldy mountain just out of Los Angeles and led the tri-motored ship into the valley which unfolded beautiful Pasadena and Glendale. We landed Scoop at the Grand Central Air terminal."

Bell returned to Bloomington last week coming part way into New Mexico by T. A. T. plane. For forced him to make the rest of the trip by train.

Claims Low Flying

Editor Pantagraph: I was in Minier attending the homecoming celebration, and was supposed to be partially entertained by "SCOOP," the Pantagraph plane, but instead of being entertained I was quite frightened, also very much surprised to see the "SCOOP"

soaring down to within 25 or 30 feet of the ball park where there were 300 or 400 people congregated. Also almost touching the tree tops while flying over the local park endangering the lives of hundreds of men, women and children who were gathered at the park for the celebration.

If the pilot of the "SCOOP" is a licensed pilot, he most certainly should have it revoked, and if he is not a licensed pilot I certainly do not think much of The Pantagraph for employing him. Yours very truly,

B. B. BUEHRIG,
2024 Berwyn Ave.,
Chicago, Ill.

Editor's Note:—The pilot of The Pantagraph's plane, SCOOP, is a licensed pilot, having already secured three grades of the government license and is now ready to take tests for the final and last grade of certificate of competency. He is known as a careful flyer, and his record to date is clear of any accident. Of course, The Pantagraph would not employ any other kind of pilot.

Jack Bell Returns

Jack Bell, Bloomington aviator, who flew with Davis Merwin, president of The Daily Pantagraph, to Pasadena, Calif., returned to Bloomington Wednesday. He made the trip from Glendale, Calif., to Clovis, N. M. by T. A. T. plane and from there to Bloomington by train. The T. A. T. plane was held up at Clovis by fog.

Merwin and Bell Reach Kansas City in 3 Hou

After leaving Bloomington Monday morning on a trip to Pasadena Calif., Davis Merwin and Jack Bell arrived at Kansas City in three hours, according to a telegram received at The Pantagraph Monday evening. At Quincy they left a f that had been encountered.

According to the message, they expected to hop to Amarillo, Tex. Tuesday.

The trip is being made in the new Waco "225" airplane recently purchased by Mr. Merwin, which plane is, The Pantagraph's second Scoop.

Bloomington Aviators Reach Clovis, N. M., in Flight We

Davis Merwin and Jack Bell, who left Bloomington by plane Monday morning for Pasadena Calif., arrived at Clovis, N. M. Tuesday, according to a telegram received by Mrs. Merwin Tuesday afternoon. The message reported no trouble encountered, and says plans are to fly to Tucson, Ariz. Wednesday and to reach Pasadena Thursday.

Bloomington Flyers Reach Pasadena Ahead of Schedule

Davis Merwin and Jack Bell, flying Mr. Merwin's new Waco "225" plane, The Pantagraph's second Scoop, reached Pasadena, Calif. at 4:30 p. m. Wednesday, Pacific time, after having left Bloomington Monday noon. They had no expected to reach their destination until Thursday. Stops enroute were made at Kansas City, Mo. and Clovis, N. M. The last 90 mile lap was made in eight hours and part of it necessitated flying at an altitude of 10,000 feet. On the final hop, the two fliers beat the T. A. T. plane from Clovis to Pasadena. A long distance telephone call to Mrs. Merwin told of their arrival. Mr. Merwin had dinner with his parents, Mr. and Mrs. L. B. Merwin, in Pasadena, Wednesday night.

Feb. 10 - 1930
**Bloomington to See First Women
 Flying Students at New School**

AIR SCHOOL IS APPROVED

**Instruction in Aviation to Be
 Given--Bell, Carnahan
 Sponsors.**

Approval of a new school for instruction in aviation has been given by C. F. DeLasaux, federal aeronautical inspector, to its sponsors, Arthur Carnahan and Jack Bell, both of Bloomington.

The school, which is to be opened within the next two weeks, is to be known as the Carnahan-Bell Aviation school and is the first organized in this city. Headquarters for ground instruction and business offices will be established in downtown Bloomington and flight work will be carried on at the airport on Route 2 north of Normal.



Jack Bell.

Flight Instructions.

Ground instruction will be given in the following subjects: Aerodynamics and principles of flight, aircraft construction and care, aircraft motors and care, precautions in flying, navigation, meteorology, department of commerce air traffic rules and air commerce regulations. Flight instructions will cover both elementary and advanced stages. The idea of the school is to qualify pilots for private pilot licenses, limited commercial licenses and transport pilot licenses, Mr. Bell said Monday.

A Waco biplane and a Monocoupe are to be used for elementary flying instruction and a Waco taper wing speed plane and a cabin monoplane will be used in advanced study.

Both Transport Pilots.

Both Mr. Bell and Mr. Carnahan are transport pilots and have had several years of flying experience previous to being approved in department of commerce tests. Mr. Bell is the official pilot of The Pantagraph's plane, Scoop, and Mr. Carnahan has piloted the ship on numerous occasions.

**Feminine Aviation Enthusiasts
 Think It's Going to Be
 'Great Sport.'**

Bloomington is soon to have a glimpse of its first women aviation students it was learned with announcement of the enrollment list of the Carnahan-Bell Aviation school.

The city's first feminine air students are: Miss Evelyn Bell, 808 East Olive street; Miss Irma Smith, 820 East Jefferson street, and Miss Alice Ellis, 118 East Beecher street.

The trio will attend the first ground school class of instruction Monday night and will follow up during the week with plane instruction at Bloomington airport. They will be part of a class of some 15 other students enrolled for the first period of the school.

"It's going to be great sport," Miss Smith told a reporter. "I became interested in flying a few weeks ago and hearing of this opportunity to learn how to fly decided to try it. I don't know anything about it now but expect to begin learning Monday night."

"I've already had an hour of flying instruction," Miss Ellis said, "but that was last fall. This spring I intend to follow it up and with the ambition to be able to fly my own ship by the end of the summer. It's a great life, this flying."

Five licensed ships of both open and cabin models have been placed in service by the school for flying instructions.

Feb. 10, 1930



—At the

Carnahan-Bell Aviation School

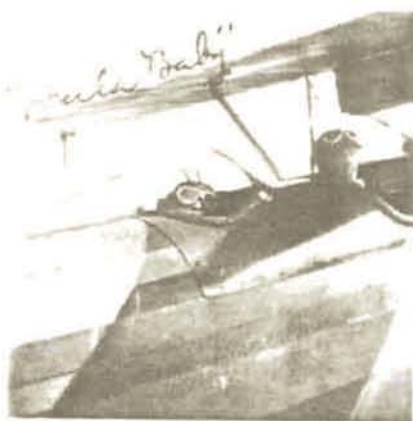
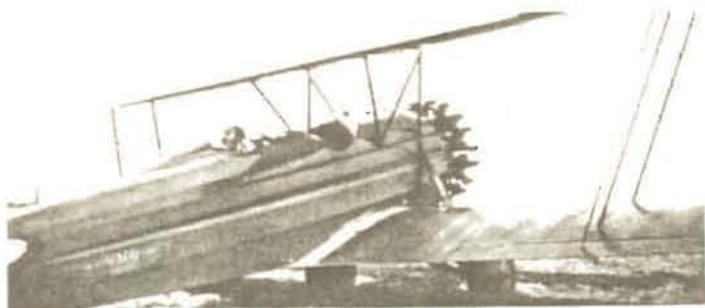
Qualify for Private Pilot, Limited Commercial and Transport Pilot Licenses . . .

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A Waco Biplane—Monoprep Monoplane—Waco Taper Wing and Cabin Monoplane used for flight instruction.

Transport Pilots Instruction
Dept. of Commerce Licensed Equipment

For Complete Information Write
CARNAHAN-BELL AVIATION SCHOOL
Bloomington, Illinois



50 Years Ago

Feb. 10, 1930 — Bloomington is soon to have a glimpse of its first women aviation students, it was learned with announcement of the enrollment list of the Carnahan-Bell Aviation school. The city's first feminine air students are: Miss Evelyn Bell, 808 East Olive street; Miss Irma Smith, 820 East Jefferson street, and Miss Alice Ellis, 118 East Beecher street. The trio will attend the first ground school class of instruction Monday night and will follow up during the week with plane instruction at Bloomington airport.



Hundreds of Minier Homecomers Greet SCOOP, Pantagraph Plane

Visiting Airmen Find Gala
Crowd on Hand for Celebra-
tion--New Schedule Released.

Hundreds of homecomers at-
tending the annual Legion frolic
at Minier Saturday afternoon de-
serted a racing program and base-
ball game to
hurry to a near-
by field when
SCOOP, The
Pantagraph's
plane, zoomed
down from the
skies, power
dived over the
field under the
skillful hand of
Pilot Jack Bell
and landed soon
afterwards.



The ship ar-
rived more than a half hour early
because a scheduled trip to Stan-
ford was cut short when it was
found that most of the citizens in
that community had gone to Min-
ier for the celebration. Arriving
at Minier the flyers saw the new
air sign which has been painted on
the Theis garage there. It is paint-
ed according to Guggenheim re-
quirements.

SCOOP was at Minier for more
than two hours. The Pantagraph's
plane was not alone however as
Archie Baldrige dropped in with
Hula Baby to say hello to the
crowd and Lewis Horn, also of
Bloomington port, passed over in
his cabin plane. The celebration
closed Saturday night.

Pilot Bell was accompanied to
Minier by W. F. Rainey, state edi-
tor of The Pantagraph.

This week SCOOP has three
more trips on its schedule. Tues-
day afternoon it will visit Lincoln,
landing at the airport north of that
town. Wednesday the ship will go
to Lexington, Weston and Gridley,
and Thursday it will visit Macki-
naw and Deer Creek.

Jack Bell Gets High Transport Test Rating

Jack Bell, pilot for The Daily
Pantagraph plane, Scoop, Satur-
day received a message that he
had passed tests for air transport
pilot license, the highest issued by
the government. Mr. Bell took the
tests Nov. 23, and is reported to
have passed with an exceptionally
high standing.

In 1927 Mr. Bell began his flying
lessons. He took his solo flight
March 11, 1928. His limited com-
mercial pilot's license was acquired
in June, this year. Since June 1, he
has been a pilot for The Panta-
graph.

Tests for transport license in-
clude both written and flight tests.
The written test includes naviga-
tion, meteorology, airplane struc-
ture, air traffic rules and regula-
tions and licensing of aircraft.

A spurt of building activities is
looked for with the first spell of
warm weather though building is
not expected to be heavy until
spring.

Feb-18-1930

PANTAGRAPH, BLOOMINGTON

Flyer Takes Woman to Mother's Bedside

A Bloomington flyer and a plane
from the Bloomington airport aid-
ed Sunday in carrying a Decatur
woman and her husband to the
bedside of her mother, who was se-
riously ill in Cedar Rapids.

Jack Bell, Bloomington pilot, re-
turned to Bloomington Monday in
Archie Baldrige's taper wing
Waco plane after making one of
the fastest emergency air journeys
to be made by a Bloomington flyer.

Mr. and Mrs. Metvalsky, a Deca-
tur couple, were on their way to
Cedar Rapids by auto but motor
trouble stopped them here. Mr.
Bell was called and the air journey
arranged.

Within two hours after he had
been called, Mr. Bell brought the
plane down in Cedar Rapids, mak-
ing the 190-mile hop in an hour and
20 minutes.

The pilot encountered sleet and
fog on the return trip Monday.

Feb. 18, 1930.

H. C. ADELMAN

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SEE YOUR CITY FROM THE AIR

Passenger	0x5 Over Town \$2.00 Over Lake \$3.00
Flight	Radial Over Town \$2.50 Over Lake \$3.50

Monoplane Is Added to List of Ships at Bloomington Airport

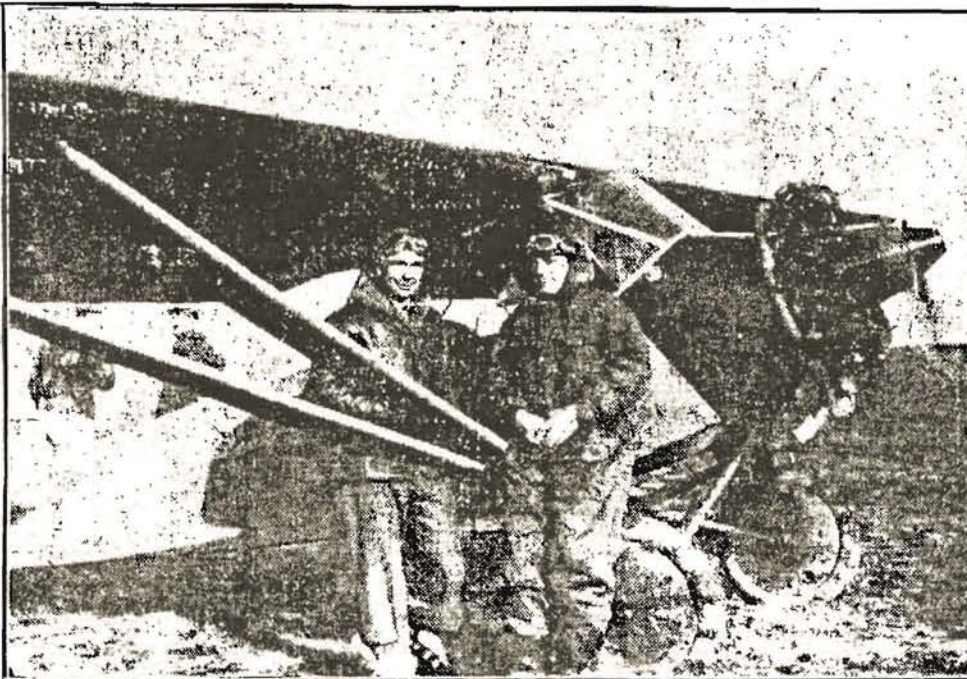
William Bennett, 1503 East Jackson street, flew to Bloomington Saturday afternoon from Moline in his new Monoprep monoplane, which he purchased from the Mono Aircraft corporation.

The two place open cockpit ship is dual controlled and is powered by a Radio Veebe M-5 motor which develops 60 horsepower. The plane has a top speed of 90 miles an hour.

Bennett and Art Carnahan were taken to Moline by Walter Williams in his Stinson-Detroiter. The new plane, which is the smallest at the Bloomington airport, will be leased part time to the Carnahan-Bell Aviation school for student instruction.

It is reported that William Bennett has purchased an aeroplane. "Bill," who now hauls from Bloomington, will be down ere long to take some of his Minier friends a ride. *7-17-30*

Monoprep Added to List of Planes at Airport



ART CARNAHAN, LEFT, AND JACK BELL, BLOOMINGTON TRANSPORT PILOTS, ARE shown standing beside the new Monoprep which was recently added to the planes housed at the Bloomington airport. The wing stands low from the ground as indicated by Carnahan's position. The ship can carry two passengers.

Pantagraph Photo

William Bennett Solos at Bloomington Airport

William Bennett, 1505 East Jackson street, soloed in his new Monoprep, over Bloomington airport Saturday afternoon. Bennett's instructors, Arthur Carnahan and Jack Bell of the Carnahan-Bell aviation school, said their pupil made good takeoffs and came down to three-point landings. *7-17-30* Bennett is employed in the business office department of The Daily Pantagraph. He purchased his ship in Moline several weeks ago.

Pictures 1, 2, & 3 taken at Lincoln Airport on May 25, 1930



↑ Mary Bell (Jackie's wife)
↑ Betty Jean Bennet (Herman)



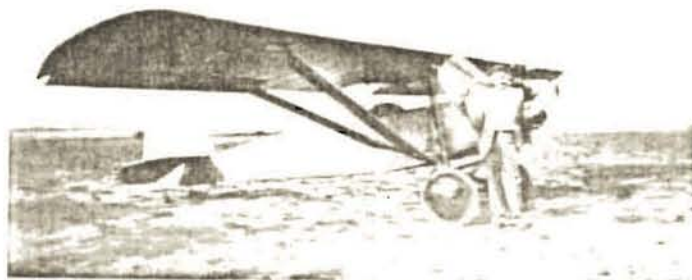
↑ Will Haker



↑ Bill Bennet



Bill Bennet



Bill Bennet

3,000 SEE GIRL IN FATAL 'CHUTE LEAP FROM PLANE

PILOT UNABLE TO HELP VICTIM

Ship Put Into Steep Dive,
But Fails to Overtake
Falling Woman.

Plunging 2,500 feet with her parachute torn and useless, Mrs. Florence Palmer Davis, a 19 year old mother, of Normal, was fatally injured at Bloomington airport early Sunday evening in her first attempt at an aviation "stunt." The young woman, long an aviation enthusiast and credited with many hours as an airplane passenger, leaped with an exhibition chute from a cabin ship.

Three thousand persons were gathered at the airport to witness the event, and murmurs of cheer became screams as the young woman's body hurtled earthward. Mrs. Davis' father, Edward Palmer, 1009 North Walnut street, Normal; her sister, Mary, and brother, Edward Jr., were in the crowd which witnessed the tragedy.

Jump Once Postponed.

The accident, the first fatality at the local airport, happened as a result of the shrouds of the parachute snagging a handle on the tail of the plane, the parachute being ripped from the bottom to the top, flyers said.

The girl's body struck the ground half a mile northeast of the hangars.

The stunt which cost her life had long been looked forward to by the young woman, according to pilots at the airport. Her jump was postponed a week ago because of poor flying weather, and at the field Sunday afternoon she was in high spirits and anxious to make her first leap, pilots said.

Art Carnahan, veteran pilot here, was handling the plane from which Mrs. Davis jumped. Accompanying them was Eddie Brooks, pilot and veteran parachute jumper, who assisted the girl in preparing for the leap. Two other planes were in the air at the time of the tragedy.

Door Off for Jump.

Early in the afternoon a crowd began to collect at the airport in anticipation of Mrs. Davis' feat. As the exhibition was delayed from its scheduled time of 5 p. m. the crowd increased until 7 p. m. when the girl boarded her plane.

The plane, a cabin ship owned by G. E. Mott, etc., swept away from the hangar and into the air. The cabin door had been removed. Circling above the field the ship ascended to an altitude of 2,500 feet before the young woman made preparations for the jump. Car-

Dies in 2,500-Foot Plunge



Florence Palmer Davis, 19, of Normal, had long been an aviation enthusiast and had been a passenger in numerous planes. She desired to make a parachute jump and tried it Sunday. As 3,000 persons looked on at Bloomington airport, the girl's chute caught on a handle of the plane and was torn. Her body hurtled 2,500 feet earthward in a fatal plunge. Mrs. Davis is shown here with her daughter.

nahan told the air story of the tragedy.

"We were up around 2,500 feet. Eddie (Brooks) got down on the floor of the plane and held the sack containing the parachute. Florence stood facing us in the doorway of the cabin and when given the signal went out backwards. As quickly as we could circle we saw something was wrong and dived, but she fell so fast that the plane couldn't catch her."

Carnahan There First.

According to pilots at the field, the parachute, known as an exhibition type and folded into a sack which is ordinarily fastened to the bottom of the plane, snagged on a lifting handle at the tail of the plane and was torn. Shreds from the parachute were found on the handle.

According to Carnahan, who sped to earth, landed and was the first to reach her, the girl plunged feet downward from the start. The body dropped into an oat field just northeast of the Kerrick elevator and the feet drove six inches into the ground. When Carnahan reached the spot Mrs. Davis was lying face downward, unconscious.

An ambulance rushed the girl to Brokaw hospital, where she died at 8:35 p. m., without regaining consciousness. It was said her legs were broken, she had suffered internal hemorrhages and her neck was believed to have been fractured.

Mrs. Davis was in high spirits prior to the flight it was said. An

May 26, 1930

Monday,
May 26, 1930

over - best of article

jump. she accompanied Carnahan and George Goff, airport manager, to Lincoln to obtain the parachute. Clifford Holt, Bloomington, who owned the parachute, had used it earlier in the afternoon for a successful jump at the Logan county city.

Mrs. Davis was born in Normal, Oct. 12, 1910. She was educated in the Normal grade and high schools. During her senior year at the latter institution she was married to John Davis, who resides in North Carolina.

She is survived by her parents, a two year old daughter, two sisters, Mary at home, and Mrs. Ben Harris of North Carolina, and a brother, Edward Jr., at home. She was a member of St. Matthew's Episcopal church.

The funeral for Mrs. Davis will be held at 2 p. m. Tuesday at the home, 1009 North Walnut street, Normal, in charge of the Rev. Raymond E. Brock, rector of St. Matthew's Episcopal church. The body will be taken to Leroy for burial in the Oak Grove cemetery.

'Accidental Death.'

Accidental death caused by falling when the parachute to which she was fastened caught and tore on the airplane from which she jumped was the verdict of a coroner's jury which investigated Mrs. Davis' death Monday afternoon.

Coroner Lloyd Shoemaker conducted the inquest in the county court room of the courthouse.

The first witness was the girl's father, Edward S. Palmer, 1009 North Walnut street, a housefather at the Illinois Soldiers' Orphans' home. He told of attempting to discourage his daughter from making the jump, but, he said, she was determined and he was unable to

prevail upon her to forego the attempt.

Arthur Carnahan, 404 East Emerson street, pilot of the ship, next testified, saying that the ship was at a 2,000-foot altitude when the leap was made. He also told of the futile dive he made with the ship in an effort to catch the hurtling form and related that the parachute was in first class condition when taken aloft.

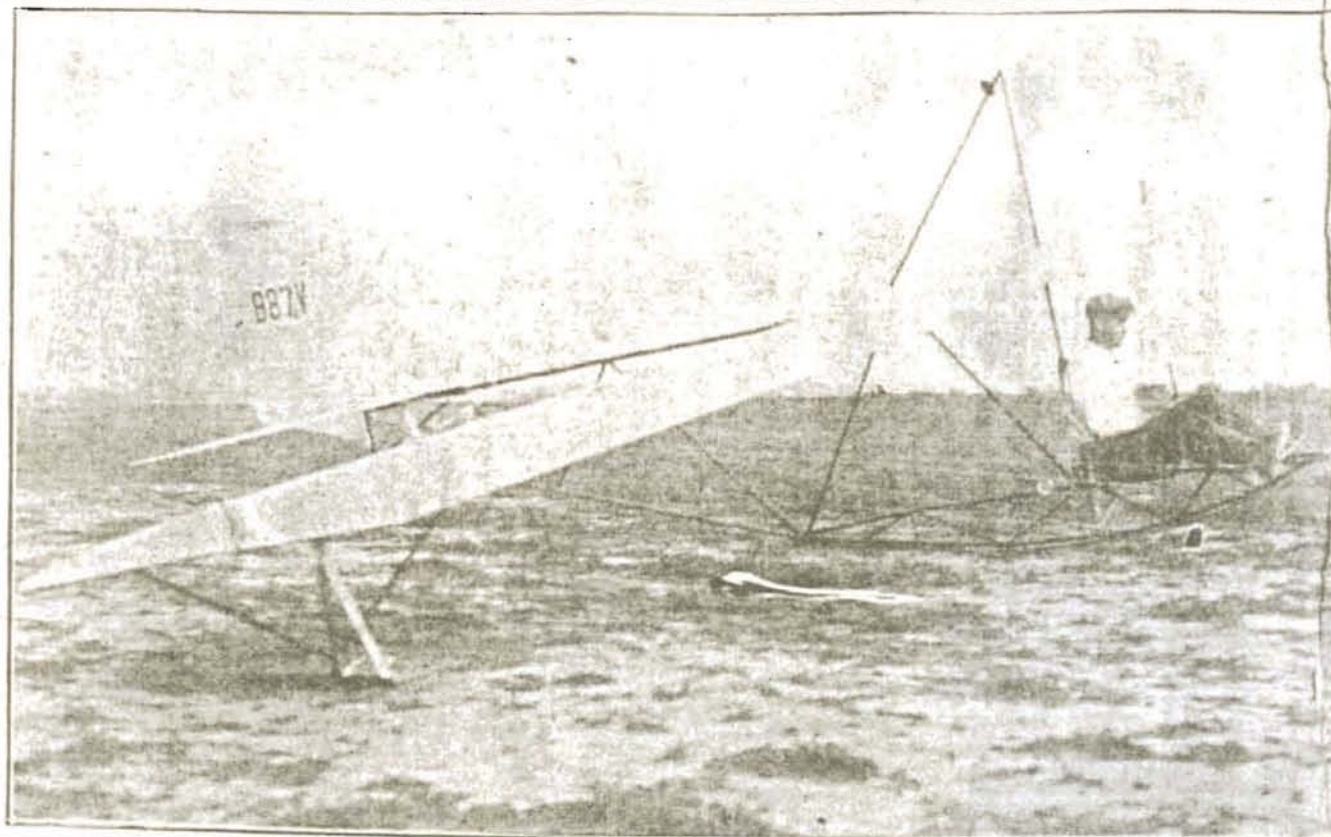
Brooks Testifies.

Edward M. Brooks, 720 West Monroe street, another pilot, who said he acted as Mrs. Davis' instructor, told of giving her the word to leap after Carnahan had throttled down the motor of the plane. He was lying on the floor looking out of the open door and saw the parachute catch on the handhold of the tail of the monoplane. Like Carnahan, he said, the tug of the fabric as it ripped on the handle could be felt. Brooks also said he had attempted all winter to discourage Mrs. Davis from making the leap.

C. W. Kendall, 1124 North Cotton avenue, said he passed the hat for voluntary contributions from the spectators to be given Mrs. Davis. Thirteen dollars were obtained in this way and he said that Mrs. Davis called out, "That's my new dress," as she climbed into the plane and he waved currency at her. Kendall said he knew Mrs. Davis only about six months, but that she had frequently and enthusiastically mentioned her desire to make a parachute jump.

June 5, 1930

Motorless Craft Flown Here



This is the Bloomington Glider club's new Waco primary glider assembled Tuesday afternoon and flown by three club members dark by means of a steel towing cable attached to an automobile.

Art Carnahan, Bloomington aviator, who made the first two flights, is shown in this picture. Afterward Elmo Lane and Mecherle went up in the machine.

The glider weighs approximately 185 pounds and its silvered wing measures 35 feet. The fuselage is a brilliant orange as is the stick and rudder-bar.

(right side lateral)

Panta

June 4, 1930

GLIDER MAKES FIRST TRIPS

Motorists Watch Motorless
Craft Sent Aloft in Twi-
light Flights.

Four twilight flights were made late Tuesday in the Bloomington Glider club's new primary glider which was assembled that afternoon at the Bloomington airport. Art Carnahan, Bloomington aviator, who purchased the machine for the club which is to comprise 20 members, made the first two flights, the glider being sent aloft with a steel towing cable attached to an automobile.

A large crowd of motorists watched the flights from the road at the north end of the airport where the glider was started because of a south wind which readily tugged it as high as 400 feet before the airmen tripped loose the cable.

Other flights were made by Elmo Lane and Herman Mecherie, also members of the club. An organization meeting is to be held soon for the election of officers, Carnahan said.

The glider weighs approximately 185 pounds and its silvered wing measures 35 feet. The fuselage is a brilliant orange as is the rider's seat, the stick and rudder-bar. While gliders are not licensed by the department of commerce, identification numbers are registered with the department by the manufacturers and the number of the local craft is 887V. The machine was manufactured by the Waco company of Troy, Ohio, makers of The Pantagraph plane, Scoop, and cost \$385.

Other members of the club contributing to the purchase of the craft are: Davis Merwin, Arch Ealdridge, Bill Bennett, Willis Harris, George Goff, Jack Bell, Herman Wills, Dr. Watson W. Galley, Jesse G. Langdon, Floyd Craig, Clay Doolley, Leslie Harris, Walter Johnson, Walter Kraft, A. H. Belt, Rogers Humphreys, Walter Williams, Ray Carnahan and Ferdinand Schad.

AIR CIRCUS

SUNDAY, JUNE 22 1930

Bloomington Air Port

Stunting---Airplane Races

Glider Flights---Parachute Jumps

PROGRAM STARTS PROMPTLY AT 1:30 P. M. SHARP

Every Event Will Take Place Promptly as Advertised

Passenger	0x5 Over Town . . . \$2.00; Over Lake . . . \$3.00
Flights	Radial Over Town . \$2.50; Over Lake . . \$3.50

PROGRAM

1:30 P. M.—Stunting Exhibition by Art Carnahan

2:30 P. M.—Glider Flying—Thrills for Everyone

3:30 P. M.—15 Mile Race;
Humphreys—Baldrige—Carnahan—Bell—Wood

4:30 P. M.—Stunting Exhibition by Jack Bell

5:30 P. M.—Delayed Parachute Jump by Eddie Brooks

6:30 P. M.—Parachute Jump by Cliff Holt

*This Air Circus Will Be Sponsored By
Local Pilots and Bloomington Airport*

In Case of Rain Circus Will Be Held, June 29

Admission 10c

Lunch Room On Field

Free Parking

On Route 2—Five Miles North of Bloomington

Plane Talk

Bloomington was represented at the DeKalb county air meet Friday, Saturday and Sunday, local pilots attending including Franklin Kemp, Lammie Woods, Archie Baldrige, Buck Bell and William Bennett.

Bell won the stunting contest and the free-for-all race in Baldrige's super-wing Waco, while Kemp won the light plane race with a Waco.

DeKalb county opened its big new airport at the meet. Equipment included a big modern hangar, beacon lights, flood lights and boundary lights, as well as rest room and other facilities for patrons.

More than 30 planes took part in the meet. Large crowds attended Friday and Sunday, rain interrupting the Saturday program.

An aerial wedding was one of the events, Bennett going aloft in the amphibian plane in which the ceremony was performed.

An air marker has been painted on the roof of the Heberling building, Douglas and Prairie streets. A circle, arrow and numerals indicate that the airport is five miles north of Bloomington.

Bill Bennett was
the bridegroom

JACK BELL, CLIFF HOLT KILLED IN PLANE CRASH

FAIL TO COME OUT OF DIVE

Deaths of Pantagraph Pilot
and Student Passenger
End Mattoon Air Meet.

Jack Bell, pilot of Scoop, The Daily Pantagraph's airplane, and his passenger, Clifford Holt, a student pilot of El Paso, were killed instantly Saturday afternoon when their ship, a taper wing Waro, dived into the ground during a balloon busting contest at the dedication of the new Mattoon airport.

The ship, owned by Archie Baldwin, Bloomington, and christened "Hula Baby," was destroyed and its occupants were dead when taken from the wreckage, the bodies severely mangled.

The crash occurred at 5:45 p. m. and brought to an abrupt halt the Saturday-Sunday program of dedication at the new airport, which is located a mile and a half southeast of Mattoon, opposite the Odd Fellows home. The airport was completed only two weeks ago.

Captured Stunting Prize

Holt, who only a week ago made his first solo flight, after taking instructions under Bell, was to have concluded Saturday's program at the field by making a parachute jump, a number of which he had recently made in Bloomington and other airports.

Bell, whose first name was Glenn but who was known as Jack throughout Illinois where he had traveled with The Pantagraph's airplanes, Scoop I and Scoop II during the last 12 months, had attracted the attention of the 3,000 spectators at the airmeet earlier in the day by winning first prize of \$150 in an exhibition of fancy stunting. The eyes of the crowd were thus turned up to his ship, as he and Holt dived, banked and zoomed for the tiny gas filled balloons which he sought to break by crashing into them in midair.

Fails to Pull Out of Dive

Two balloons had been released by Jack as he reached a height of 1,500 feet. The rules of the contest called for the release of two balloons by the competing flyers, who were then to dive for their own targets, breaking them before three minutes had elapsed.

Crash Victims



Jack Bell
Pantagraph Pilot



Cliff Holt

As Jack's balloons sailed away below him, he dived after them and in his first attempt, he broke the balloon nearest him. Banking, Jack dived again, this time for his other mark, but he missed. Zooming, and banking once more, he dived again, and again he missed. Once more Jack tried, but apparently he failed to realize how much altitude he had lost, for when he went into his dive he was but an estimated 500 feet in the air. The elusive balloon was about 75 or 100 feet below and to one side. Opening his throttle, Jack went into a steep power dive, and as the 3,000 spectators watched he tore at a seemingly increasing speed toward the earth. Too late, Jack tried to pull the nose of his ship up, but his efforts were in vain and the plane crashed in a field of wheat just east of the airport, the motor burying itself in the ground.

3,000 See Crash

Three thousand spectators, who during the preceding seconds had been horror stricken as they saw the impending crash screamed, and then broke through the guards and wires and ran pell-mell for the crashed plane. Police, guards and other flyers, however, had sensed the danger first, and they were already on the run. They quickly reached the plane and while some of them formed a guarding ring around it, others extracted the two flyers, who were obviously dead. Their bodies, however, were taken in a field ambulance to the Methodist Memorial hospital, where Dr. W. J. Carter pronounced them dead.

Jack Bell began his flying career about three years ago when he first centered his interest on aviation. He spent hours of every available day at Bloomington airport, watching the other flyers tinkering with motors and helping here and there as he could. Soon he began to

I believe this picture is of my father, Bill Bennett - and not Jack Bell

By the way, they were good friends + flew together a lot

earn the study of aviation, starting his course in piloting. He made rapid strides, obtaining his private pilot's license, then later his limited commercial license, and finally, last December, his transport license. Recently Jack and Art Carnahan established an aviation school at Bloomington, Ill.

One of the Best

He had completed well over 500 hours of solo flying before his fatal crash.

During his earlier training, Jack soon established a reputation of being one of the best pilots at Bloomington airport. And so on June 24, 1929, he was engaged by The Pantagraph to pilot its new ship, a Waro 90, which had been purchased two weeks before by Davis Merwin, president and general manager of The Pantagraph, and himself a pilot.

Throughout the summer of 1929, Jack piloted the plane, which had been named "Scoop" in a contest among Pantagraph readers, over Illinois, especially in Central Illinois, making most of the 85 towns tour during which from 10 to 12 persons in each of the Central Illinois towns visited were taken for rides over their communities. On July 11, 1929, during the great Central Illinois air derby at Bloomington airport, Jack took part in the official dedication of the new airplane, and then caught the eyes of the 15,000 spectators as he took the ship up for a demonstration. Later in that same program, he took up three parachute jumpers, one at a time, and so maneuvered the plane that the jumps, including one by a boy who had never before been in the air, were made successfully.

Flier to Escort Graf

Jack also piloted Scoop on its eventful trip in search of the Graf.

(Continued on Page 1-A, Col. 1.)

Crash at 5:45 P.M.

ation. It was a...
 t the field of a...
 st three years he...
 dent at Illinois Wesleyan...
 During much of his...
 Wesleyan, he frequented...
 omington airport. Last April...
 his first exhibition parachute...

ng...
 e son of Mr. and Mrs. James...
 t, who live five miles northeast...
 El Paso, he was born 23 years...
 ago. He grew up on the farm and...
 as graduated from the El Paso...
 township high school before...

He was known as one of the ver-
 satile young men of the El Paso
 community. In high school he
 played tennis. He became a musi-
 cian early, organized his own or-
 chestra and played for dances in
 several years at many places in
 Central Illinois. At Illinois Wes-
 leyian he joined the Phi Mu Alpha
 musical fraternity and was cornet-
 list in the special orchestra or-
 ganized and directed by Arnold L.
 Lovejoy which toured Europe.

He is surviving brothers and sis-
 ters, Clay, Mille, Verna, Eleanor,
 Mrs. Nellie Mangus, Mrs. Roy
 Pinkham, Mrs. Ruth Stitt. All of
 Elva and Mrs. Lyle Stitt. All of
 these live either at home or in the
 El Paso community. Mrs. Robin-
 son is at present on an ocean liner
 returning from a trip to Bermuda.

Seven Go to Mattoon.
 Five Bloomington-Normal flyers,
 in addition to Jack and Holt at-
 tended the Mattoon airport open-
 ing. They were Thomas Woods,
 who carried Cliff Holt as passen-
 ger; Art Carnahan, who carried
 William Bennett at passenger;
 Frank Kemp and Rogers Hum-
 phreys. Wood and Kemp left the
 middle of the morning for Mat-
 toon; Carnahan and Bell left at
 about 1 p. m.

Archie Baldrige was notified of
 the accident 20 minutes after it
 happened and left by automobile
 immediately for Mattoon to assist
 in taking care of the bodies of the
 flyers and to salvage his plane.
 The "Hula Baby" was one of the
 three fastest planes at the Bloom-
 ington airport. It was a taper-
 wing Waco powered with a Wright
 Whirlwind, 220 horsepower, cap-
 able of attaining a speed of 125
 135 miles an hour. It was a thr-
 place open cockpit plane, espec-
 ially adapted for stunting. Mr.
 Baldrige had owned it nine mor-
 e. Holt was a student at Blo-
 ington airport, taking lessons
 Carnahan-Bell School of
 He had between 10 and 15
 lessons and had taken
flight.

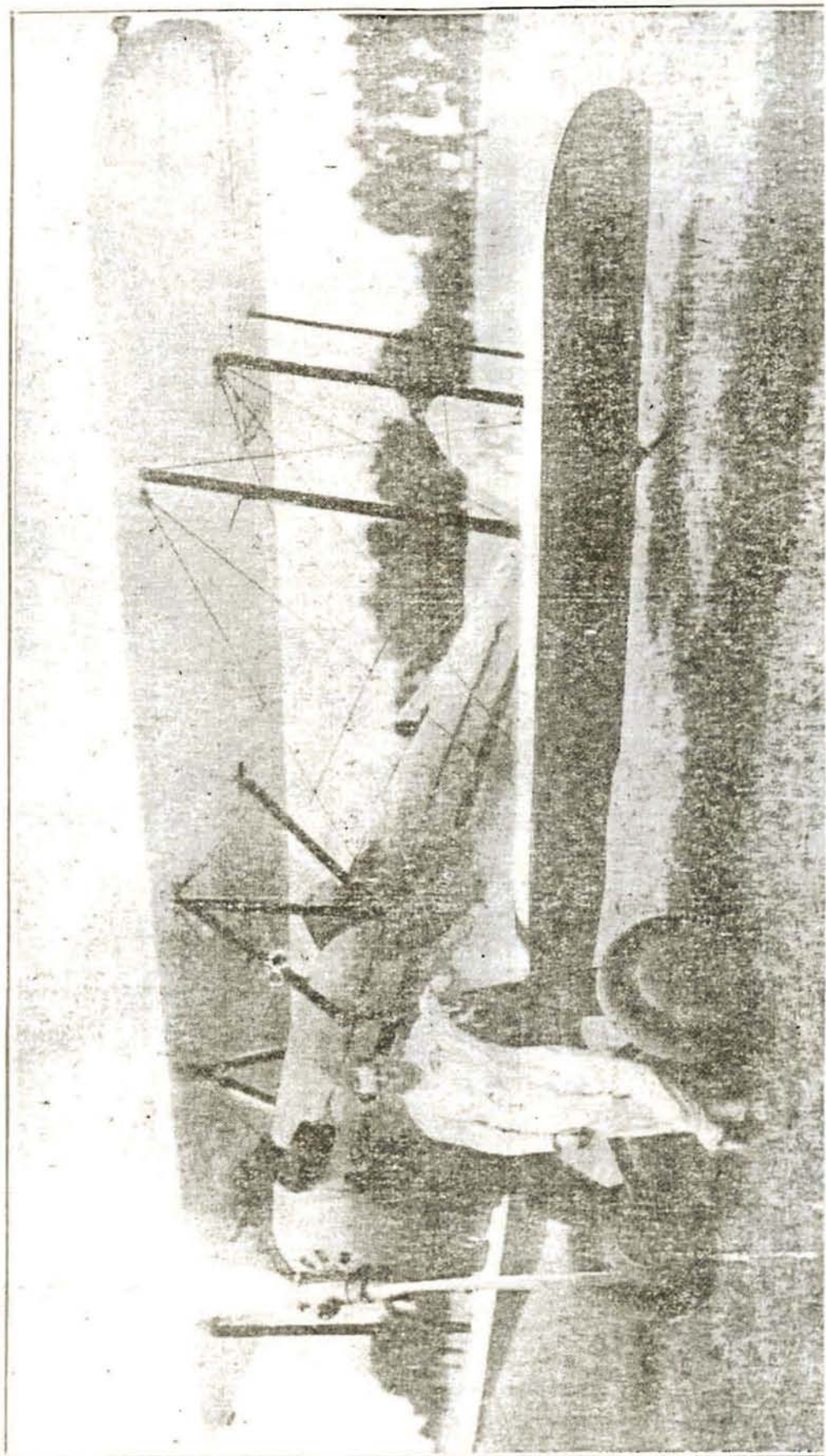
airpo-
 was a w...
 said Saturday...
 ing a likable...
 amazing control of...
 stunting. I don't unde-
 because Jack was always...
 ful in his flying and neve-
 too close to the ground...
 first place in stunting a...
 last Sunday and won eithe-
 second place—I forget...
 Kewanee several months...
 also won high honors in
 at Morris, Ill.
 "I heard John Lilvin
 Aurora say that Jack was
 stunt flyer in this part of
 try, and Livingston hi-
 known as one of the few
 the entire country."

ing.
 Jack
 n this
 ad his
 omising
 paid Sat-
 by every
 ulast who

Death.
 White Heath,
 y, on Sept. 28,
 the Champaign
 from high
 He then came to
 d during the next
 years, attended Illi-
 university, making
 himself in track. His
 a the mile and two-mile
 ad he held the all-time
 he two mile run at Wes-
 Dean Carter of Fair-
 a new record three years

Wesleyan, he was a member of
 Sigma Chi fraternity.
 ter leaving Wesleyan, Jack
 it to Florida, following the
 ogress of the boom, and while
 here, got his first taste of aviation.
 and left a position with Snow &
 Palmer to join The Pantagraph in
 one last year.
 Jack was married on June 27,
 1927 to Mary Meadows of Paris.
 Besides his wife, he is survived
 by his father, Samuel F. Bell of
 Champaign, his sisters, Miss Ethel
 Bell, 404 South Main street, Nor-
 mal, who is attending Mrs. Edith
 formal university, and Miss
 lanigan of Champaign and Miss
 ara Bell, a missionary nurse in
 He also leaves three broth-
 er, Earl of Champaign.
 Carl of Peoria, Walter of
 home with Jack
 Mulberry
 for Mat-
 Paris

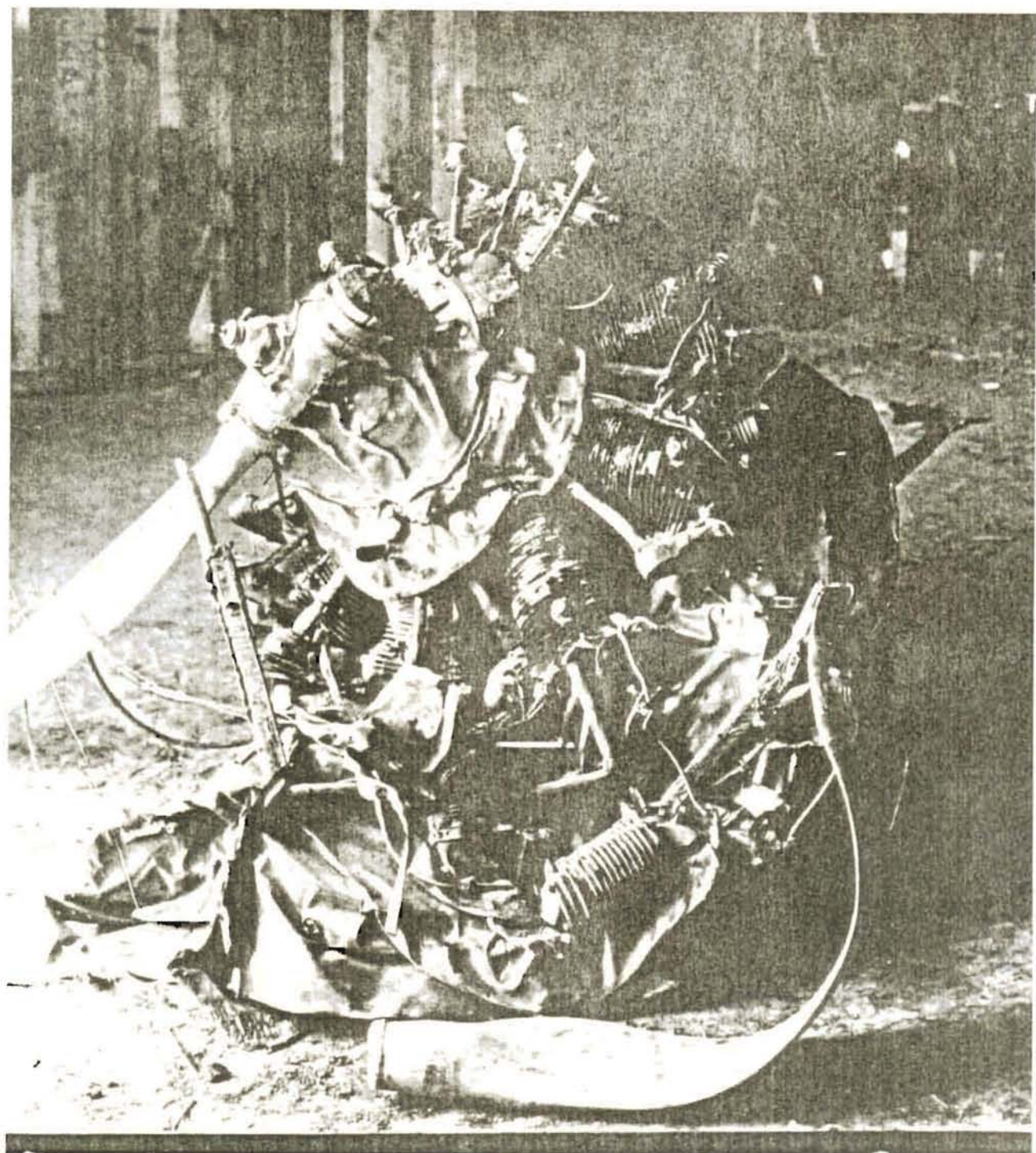
Bloomington Friends Pay Final Tribute to Pilot Jack Bell



Bloomington flyers, co-workers and other friends attended the funeral at Puris, Monday of Jack Bell, editor of The Pantagraph's airplane, soon who, with Clifford Holt, was killed in an airplane crash at Mazon Saturday. The above picture, believed the last of the popular flyer, was taken in front of Scoop Thursday noon as Bell returned to the airport from a picture-taking trip over McLean county.

Scoop had just been fitted with a new strimulus motor, which replaces the exhaust collector ring used for winter flying. Jack noted that a picture of the plane with its new accessories be taken that he might send it to Davis Merrin, general manager of The Pantagraph, who is in California.

Photo by J. H. H.



Hula Baby engine
of plane Jack Bell was killed
Pantagraph glossy photo



Dr. H. A. Brown, new president of the Illinois State Normal university, takes up his duties.

Bloomington engineers awarded contract to make topographical survey of postoffice site.

3. Easton and Mrs. John H. Masters come from Plymouth, Minn., to take charge of the Salvation Army host in Bloomington. Engineers complete survey of the postoffice site.

5. Carl George Bickel, city fireman for 37 years and president of the Firemen's pension board, dies.

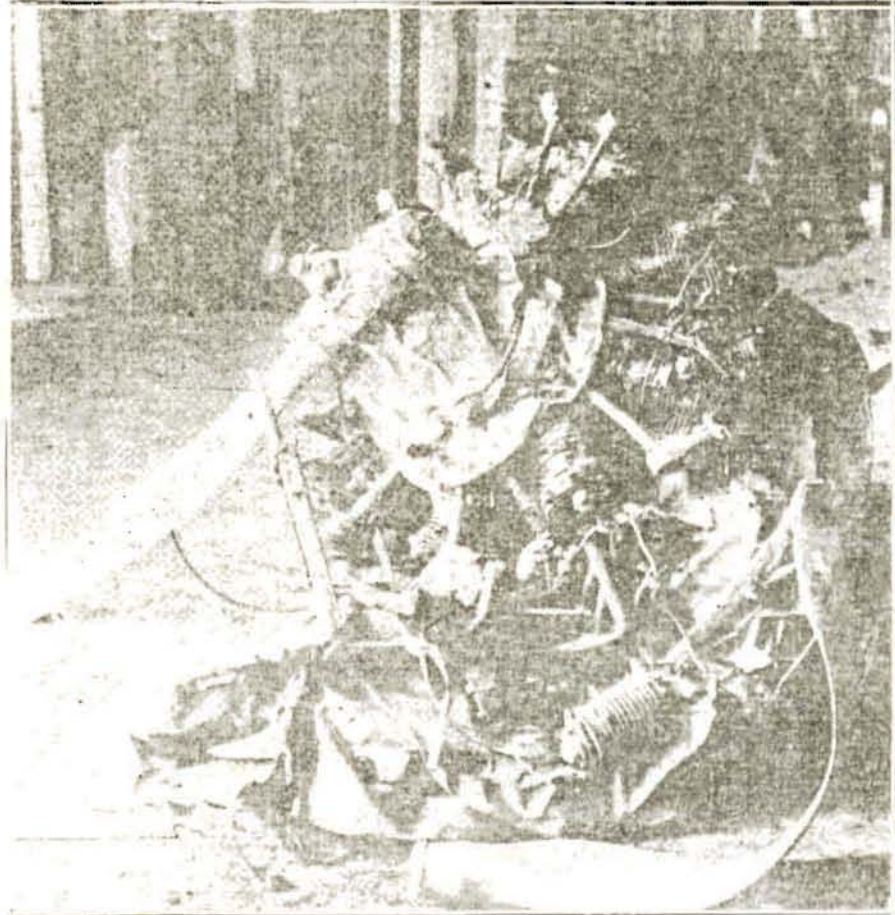
Two bandits hold up manager of the Postal Telegraph company and escape with \$150 and jewels worth \$200.

6. Mrs. Carrie Fletcher, only gold star mother from Bloomington Normal, leaves for Europe on government-sponsored pilgrimage.

7. Highland park is chosen as site for McLean County Centennial Pageant presentation. Clarence Darrow, noted Chicago criminal lawyer, speaks at Capen auditorium, Illinois State Normal university.

12. Jack Bell, Bloomington aviator and official pilot for The Daily Pantagraph is killed in plane crash at Maitoon while studying. Cliff Bell, El Paso, a passenger in the plane, meets the same fate.

Sun 7/20/30 Engine of Wrecked Plane



THE FOREGOING PICTURE GIVES AN ADEQUATE IDEA OF THE MANNER IN WHICH THE ENGINE OF HULLS BOMBARDIER'S ENGINEERING WAS SEVERELY DAMAGED AT Maitoon airport, Sunday, July 12, during a "million boys and girls" contest. Jack Bell, Pantagraph pilot, and Cliff Bell, El Paso, student flyer, were killed.

Aviation Program Is Arranged for Sunday at Airport

An aviation program of local interest will be presented at the airport at the dedication of the new airport at Mattoon. The day will begin with an air show at 10 a. m. The program of the day will be held at the airport. The first event of the day will be a contest in which the 10 local ships will compete for prizes. The contest will be held at 10 a. m. and the winner will be the ship which will be taken up by the winning plane.

At 1:30 p. m. Art Chisholm will present an exhibition of local flying and at 2:30 p. m. there will be a contest in which the 10 local ships will compete for prizes. The contest will be held at 10 a. m. and the winner will be the ship which will be taken up by the winning plane.

At 3:30 p. m. Art Chisholm will present an exhibition of local flying and at 4:30 p. m. there will be a contest in which the 10 local ships will compete for prizes. The contest will be held at 10 a. m. and the winner will be the ship which will be taken up by the winning plane.

George Goff and Herman Wall will be a spot landing contest. The contest will be held at 10 a. m. and the winner will be the ship which will be taken up by the winning plane.

George Goff and Herman Wall will be a spot landing contest. The contest will be held at 10 a. m. and the winner will be the ship which will be taken up by the winning plane.

Tributes to Jack Bell Come From Residents of Central Illinois

Many tributes to Jack Bell, late pilot of The Pantagraph's airplane, have come from the residents of Central Illinois. The tributes have been received by The Pantagraph since the plane was killed at Mattoon last week. Bell had piloted the plane for more than a year.

He was one of the best pilots in Illinois and his death was a great loss to the aviation community. He was a man of great ambition and he was a man of great courage.

Typical of communications received by The Pantagraph since Bell's death is the following from A. E. Johnson, Roanoke: "It is with deep regret that I read the news about your pilot, Jack Bell, being killed at Mattoon last week. It was Mr. Bell that took me up for my first ride when I came to Roanoke and gave several of our citizens a ride. I have certainly become an aviation enthusiast since taking that first ride. You may extend my sympathies to Mr. Bell's relatives."

To Jack Bell

At the Inn of the Broken "Prop"
ITS "JACK" BELL

When the motor's light is broken
And the prop of the prop is broken
And the prop of the prop is broken
And the prop of the prop is broken

When the motor's light is broken
And the prop of the prop is broken
And the prop of the prop is broken
And the prop of the prop is broken

When the motor's light is broken
And the prop of the prop is broken
And the prop of the prop is broken
And the prop of the prop is broken

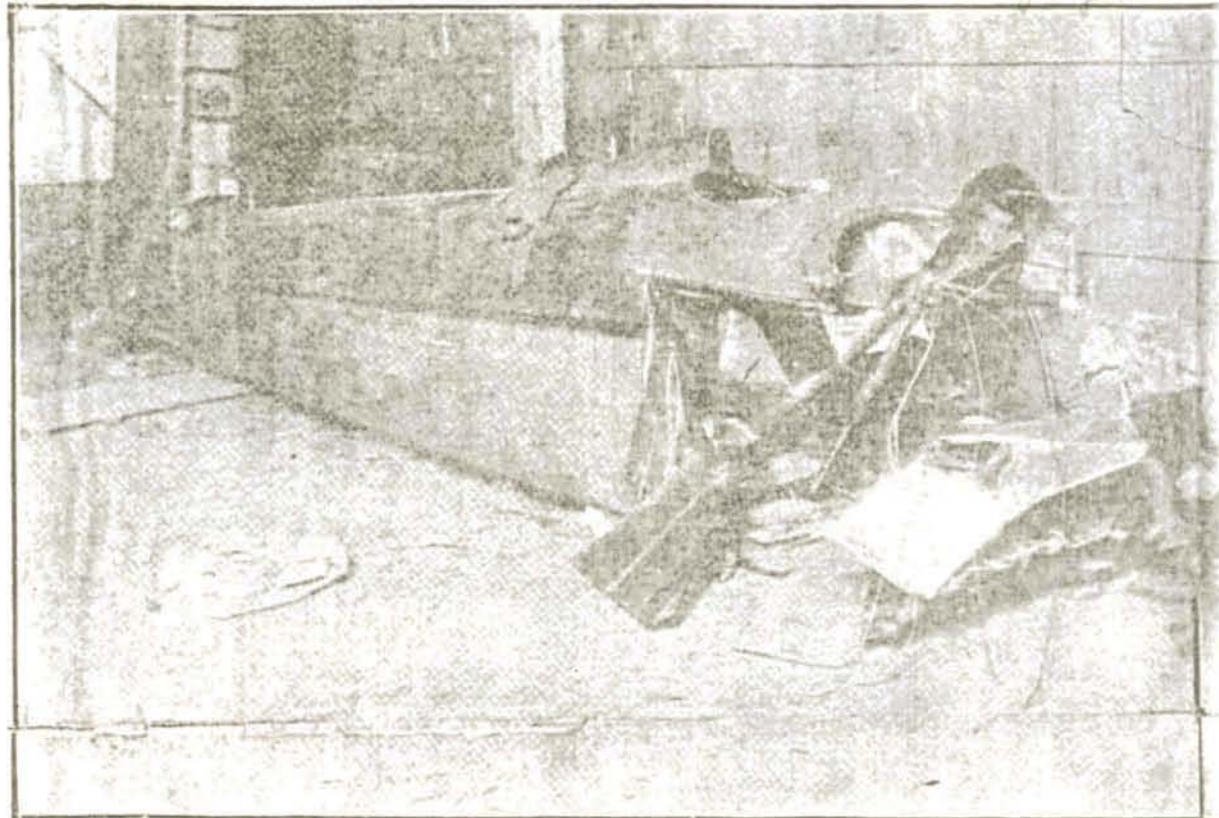
Tribute to Flvers

Editor The Pantagraph: The Pantagraph friends and relatives of Jack Bell and Clifford H. Flvers, with their tragic death for two fine young men, I want to express my deepest sympathy. I have read quite a great deal about the pilot of The Pantagraph's plane and how the plane flew over Mattoon just a few days before Jack's death at Mattoon. So I felt very sorry over the terrible ending of the two brave young men.

MRS. CHARLES ANIFFIN
Covell, Ill.

Baldridge Plane Badly Damaged in Fatal Crash

See: Part
July 20



THAT THE ARCH BALDRIDGE PLANE, HULA BABY, WAS PRACTICALLY DESTROYED IN THE FATAL DIVE DURING a starting exhibition at the dedication of Mattoon airport Saturday, July 12 is clearly evident from this photograph.

Photo by [unclear]

1. JULY 21, 1930.

HUNDREDS SEE - AIR PROGRAM

Eddie Brooks Bruised When Plane Motor Stalls and Ship Falls.

A crowd of several hundred persons attended a program of exhibition flying, taxi hauling and other aerial events Sunday at the Bloomington airport.

The only scheduled event not included in the program was a parachute jump by Edward M. "Eddie" Brooks, 720 West Monroe street.

Ship to Be Dunked.

"Eddie" suffered bruises as a Super-Swallow he was piloting in a race, landed in a cornfield when the motor stalled. He was reported recovering satisfactorily at his home Monday. The accident occurred about two miles north of the port west of the Linden street road, on a farm owned by Mrs. Anna Price of Bloomington and operated by her son, George Price.

The ship belongs to Claude Kendall, Vic Neryck and Miner Harsha who said Monday that it would be junked as it was an old model not worth repairing. The OX-5 motor, undamaged although the plane nearly nosed completely over upon landing in the field, will be salvaged.

Thrown From Cockpit.

The owners, assisted by mechanics from the airport, began dismantling the plane Monday morning. The wings are to be removed and the fuselage trundled or carried to the Linden street road for transportation back to the airport.

Brooks said he was about 10 feet above the earth at the time and that when the motor failed he was able to raise the ship to a height of 30 feet in order to clear a fence and a clump of trees before the ship itself stalled and nosed down. He was thrown from the rear cockpit.

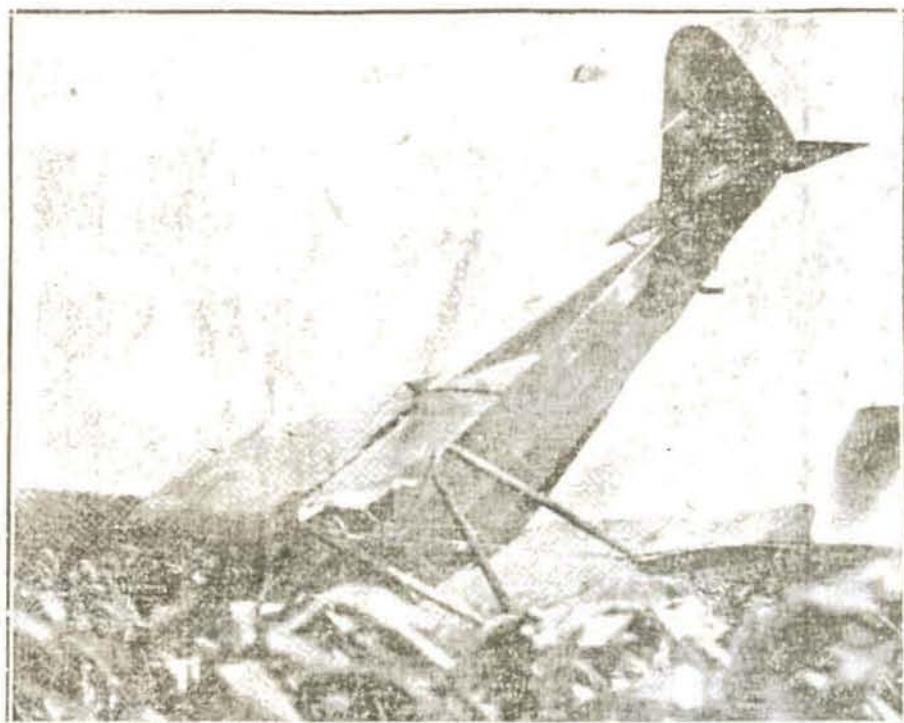
Humphreys Places.

Tommy Woods placed first in a bomb dropping contest in which one pound paper bags of lime were used. Rogers Humphreys took second place in this event and Franklin Kemp third. Others in the contest who essayed to drop the "bombs" in the center of a circle marked on the field were Leo Jackson and Jack Simmons.

Humphreys placed first in a spot landing contest in which the flyers attempted to bring their ships in the center of the circle without the motor power being used. Leo Jackson and Franklin Kemp were second and third in this event. Art Carnahan, who earlier entertained the crowd with fancy flying, also took part in the landing contest.

Visitors See Events.

Visiting airmen at the field Sunday included L. D. Warrender, a general service manager from the New York branch of Currier Flying service who was ferrying a new Robin from Chicago to St. Louis. Due to a 25 mile head wind, he re-



Although catapulted over the upper wing, Eddie Brooks, the Bloomington pilot of this Super-Swallow, received only minor hurts when the ship's motor failed last Sunday during a race at the Bloomington airport and nosed down in a cornfield on the farm of Mrs. Anna Price about two miles north of the port.

Brooks was on the last lap of a 25 mile race and was within 10 feet of the earth when the engine stopped and the plane stalled after he cleared a clump of trees and a fence. The ship, an old model, was damaged to such an extent that its owners, Claude Kendall, Vic Neryck and Miner Harsha, are junking it.

—Associated Press.

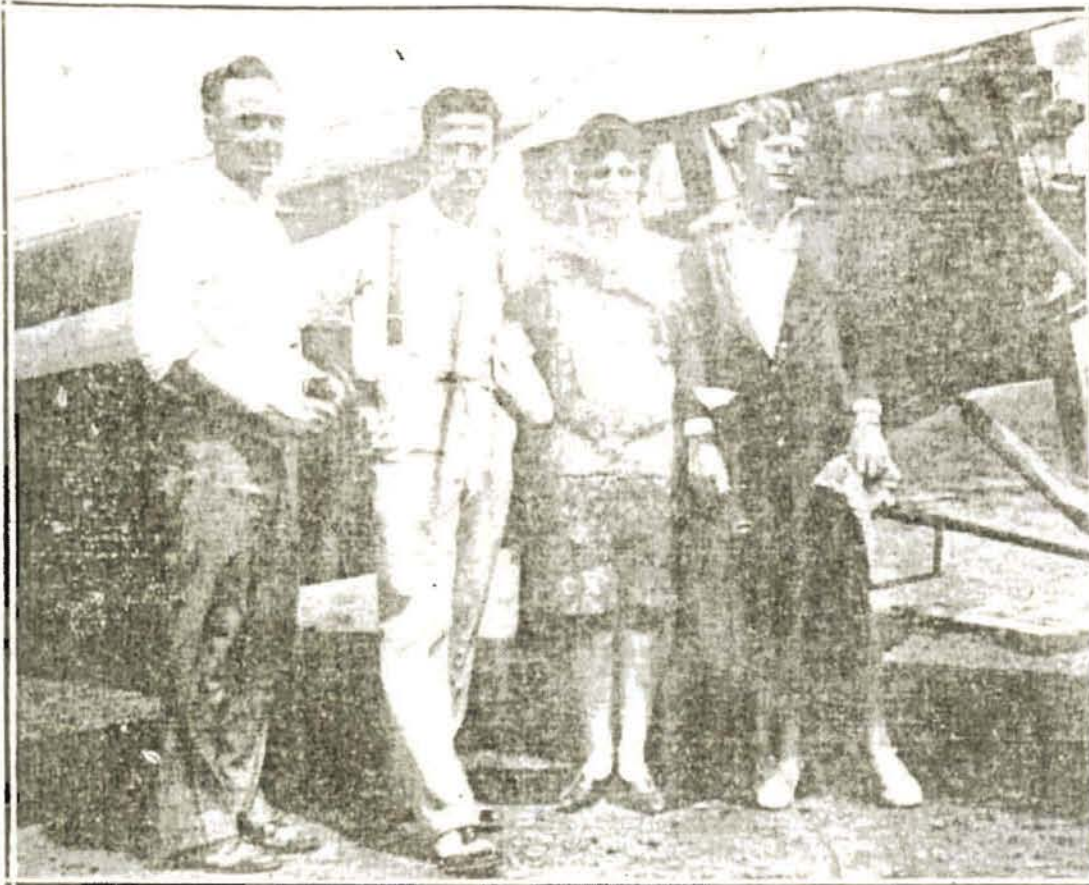
mained in Bloomington overnight to continue his journey Monday morning.

Other visitors were Bob S. Smalley of Chicago and Pendleton Edgar of New York, the latter piloting a Travel-Air. Smalley was manager of the statewide aerial tour of Florida last year and Edgar was formerly in charge of the accident board of the department of commerce and a former municipal judge of Tallahassee, Fla.

Another visitor was Don Douglas of Peoria, Ill., a member of the

Sunday Pantagraph
July 27, 1936

Bloomington Residents Fly to Canada



Bloomington proved too hot for Mr. and Mrs. N. P. Goelzer and Mr. and Mrs. Art Carnahan Friday, so they stepped into G. E. Mecherle's monorail at Bloomington airport and headed for Canada. Art Carnahan is shown on the left in this picture. Mr. Goelzer standing next Mrs. Carnahan, with Mrs. Goelzer on the right. Walkerville airport near Windsor, Canada, was the objective in this flight. There the party will meet G. E. Mecherle and party who are on a vacation trip by motor.

Pantagraph Photo.

Carnahan--Bell School of Aviation

Flying School Contract

I, -----, residing
at-----, do hereby apply for enrollment in
the-----course of Carnahan--Bell
School of Aviation, at Bloomington, Ill. and I agree to pay therefor
the sum of -----Dollars(\$-----) as follows:
-----Dollars(\$-----) at the time of execution of
this application and -----Dollars(\$-----)

I agree to abide by all the rules and regulations of the
Carnahan--Bell School of Aviation now or hereafter in force.

I hereby release the Carnahan--Bell School of Aviation its
and their successors and assigns from all suits, claims or demands
of every kind and character which I, or my heirs, executors, admin-
istrators or assigns can, shall or may have, arising out of and/or
by reason of and/or in connection with the course of instruction
herein applied for.

It is understood that the instruction may be terminated at
any time by either party. in which event, the obligation of the Car-
nahan--Bell School of Aviation shall be limited to a refund of the
unearned portion of the tuition paid, in accordance with the schedule
on file in the School's office.

The acceptance of this application by Carnahan--Bell School
of Aviation, causes this to become the entire agreement between the
parties and neither party shall be bound or affected by any state-
ments or representations not obtained herein.

Applicant

Accepted:
Carnahan--Bell School of Aviation

By-----
-----193-----

Enrollment Information Blank

CARNATION--FELL SCHOOL OF AVIATION
 Bloomington Airport Flight Training
 Bloomington, Ill. Ground School

Date -----
 Name -----Street No.-----
 City -----State -----Phone -----
 Date of Birth -----City -----State -----Age-----
 Nearest Relative -----
 Street No. -----City -----State -----
 -----Years of Grade School
 -----Years of High School
 Education: -----Years of College
 -----Years of Aeronautical Training
 Single -----Married -----Present occupation -----

 -----Ground School\$ 50.00
 -----Private Pilot's Course\$ 365.00
 -----Commercial Pilot's Course\$ 965.00
 -----Transport Pilot's Course\$ 3185.00
 -----Course -----\$.-----

REMARKS -----

Signed.

3,000 ATTEND FLYING SHOW

Refueling Trial Fails--Student Does His First Solo. ✓

Streams of dark smoke pouring from the tail of a speeding monoplane, demonstrating how cities and ships may be protected from the air during wartime, concluded a full afternoon of aerial exhibitions, races and "taxi" hops in the final air carnival of the year at the airport Sunday afternoon.

At least 3,000 persons were on the airport grounds to witness the events, which did not come to a close until after sunset and the skies were beginning to turn gray.

New Feats Revealed.

Art Carnahan's smoke screen demonstration, just following the parachute jump by Eddie Brooks from a tiny two-seater open monoplane, concluded the air show.

A program of unusual feats and demonstrations never before presented at air shows here served to bring out the largest crowd of the season to the airport. Hundreds of autos were parked on the airport grounds and as many were parked along roads nearby.

One of the unusual exhibitions was the demonstration to the air fans how a student pilot makes his first solo hop. Wilbur Haker, Normal, who has completed a course in air instruction but who had not previously been up in the air alone, made his first solo flight during the program, handling his ship nicely and landing it perfectly.

Grandma Flies.

The program opened shortly after 1 p. m. with an aerial parade which was followed by flying exhibitions in which Eddie Brooks took part. An exhibition of fancy flying was presented by Art Carnahan, flying a monoplane.

A bit of humor was injected into the program through the first lesson to "Grandma Baker," a woman presumably 62 years old. Grandma climbed into her ship but before the pilot and teacher could get in, the plane got away. A score of pilots chased it a short distance down the field but were unable to stop "Grandma Baker" in her wild first lesson.

The spectators found, however, that the old woman could handle the ship as well as an expert despite some of its queer maneuvers. There were some, indeed, who swore that she was none other than Mr. Carnahan in Halloween costume.

Refueling Fails.

One of the thrilling presentations was the 25 mile race for planes powered with OX-5 motors. Five ships were entered in this

Loon Numerous, but Ducks and Geese Shun New Lake

Numerous loons were present on Lake Blainington Sunday, but no ducks nor geese appeared, according to a few motor boat enthusiasts who utilized the lake Sunday. Most boats have been taken off the lake. On the shore a dozen wicker and steak roasts were held, during the day and night.

Philharmonic Chorus to Rehearse Tonight in A. of C. Hall

The Bloomington Philharmonic chorus will rehearse at 7:15 p. m. Monday in the Association of Commerce hall, rather than in the usual meeting place, Lochr hall of the Y. M. C. A.

Persons who are not members of the chorus and who wish to sing in the community Thanksgiving services or the Messiah are asked to join the chorus at this meeting, J. H. Brown, president said. Monday.

The Philharmonic orchestra will hold its weekly rehearsal at 7:15 p. m. Thursday in Presser hall of Illinois Wesleyan university.

Excavation for New Main to Start Soon

Excavation for the new water main on Market and McNulta streets west of the Nickel Plate tracks will be started this week, according to William Sprague, contractor. The people in this section have never before had city water.

In that same section of town, Hall and Traxler have about half finished the laying of a new sewer on Locust street from the Nickel Plate to the Bloomington and Normal sanitary district intercepting sewer.

providing thrills to the spectators as they rounded the pylons with roars. The race was won by Dwight Leper, Heyworth, flying a Robin monoplane.

An attempt was made to demonstrate refueling contacts. Art Carnahan flew the refueling ship while Franklin Kemp flew below waiting for the long fuel line, but the contact was not effected and the attempt given up.

Proceeds of the air show were for the purpose of defraying maintenance and improvement expenses of the airport.

Pig Roast

Ladies' Aid
M. E. Church, Saybrook
Serving From 5 P. M. On
Wednesday, October 15

SECOND MAIL PLEA IS MADE

Postmaster Asks Department for Carrier Service in Sunnyside Addition.

For the second time within a year Postmaster Eugene L. Hiser has asked the United States postal department to give carrier service to Sunnyside addition, in the southwest section of the city. It was learned Monday.

The second plea is based upon the fact that additional concrete walks have been built within the section of town and that new houses have been built.

Alderman Fred C. Olson of the Seventh ward started the active attempt to get delivery service in that section last spring by taking a petition from house to house which was signed by every resident of the section. Since then he has followed up the work with reports to the postmaster on the grade and type of improvements being made. These improvements were four necessary, he had learned, in order to make the section meet the requirements of the United States postal department for carrier service.

Postmaster Hiser said Monday that the city already is in need of another carrier, because of the increase in mail. If Sunnyside addition is put on the carrier list there will be a rearrangement of several of the routes and a new route, including the addition, will be added, he said.

He said that he had requested the department to make its decision as soon as possible in order to get the new routings laid out and get the mail clerks well accustomed to them before the Christmas rush.

Frank Geske, 1425 West Mark street, was arrested at 6 a. m. Monday on charge of assault and battery and was fined \$14.80 by Judge Earl R. DePew, police magistrate.

W. H. ROLAND

4th Floor Dining Room

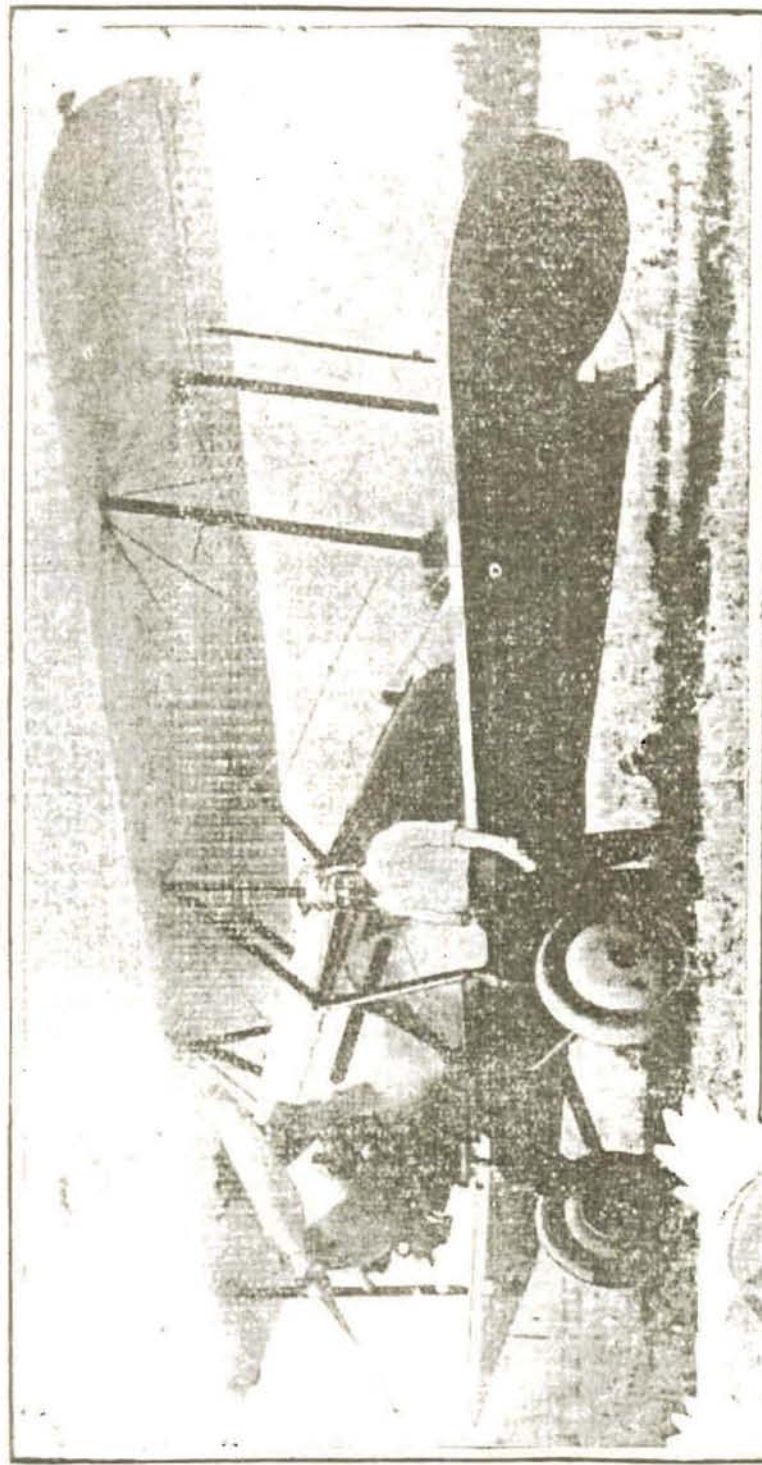
Tomorrow's Special
1/4 Fried Chicken
or
Chicken Pie
25c

With Mashed Potatoes
and Delicious Cream Gravy.

For Dining Room Guests
Free Dancing Every Day
Noon and Evening Meals
Music by Roland Orchestra

Fourth Floor.

Scoop, Pantagraph Plane, Aids in Serving Central Illinois



Thousands of Central Illinois residents have come to know Scoop. The Pantagraph's second plane which, during 1930, has soared over the countryside on many a news and picture-taking expedition. All a woman standing beside the ship) became pilot after Jack Bell (left) was killed while standing in another plane at Mattoon, July 12. (Story on Page 154)

Lieut. H. P. Connor took off from Harker Grace, N. F., for England in the monoplane Columbia. Oct. 10 Boyd and Connor landed safely on Tieson Island at south-west tip of England. Nov. 10 — Capt. Roy W. Armet made nonstop flight, New York to Panama, in 24 hours 34 seconds. Dec. 16 First world aerial secure-ty congress opened in Paris.



VANDALS CUT PLANE FABRIC

Damage of \$400 Done at
Craft at Airport Here;
Sheriff Notified.

Herman Will, owner of the Bloomington airport, Saturday asked Sheriff James Reeder to investigate the slashing of the fabric on a Velle cabin monoplane owned by Glenn Langdon, 106 1/2 West Market street, and Floyd Craig, plumbing department employee of the Illinois Soldiers' Orphans home. The damage, estimated by Craig at \$400, was discovered Friday morning by Mr. and Mrs. Ed. Brooks when they entered the center hangar to remove the compass from Brooks' open monoplane.

Destruction of the fabric was complete that virtually all of it must be replaced before the machine will be airworthy again, Craig said. The damage is believed to have been accomplished Thursday night while the ship stood in the hangar, the doors of which are not provided with locks. Locks were cut throughout the length of both the wings and the fuselage.

Sheriff Reeder expressed his opinion that the destruction was the result of ill feeling, but at the airport it was said neither of the owners of the plane had quarreled with any of the other flyers. Craig said he was at a loss to understand the act but declared he believed it had been done in the course of a "drunken party" in the hangar.

With the revelation of this incident there came reports of other apparently malicious examples of theft and destruction including the smashing of the expensive instrument board of a Curtiss Roe owned by Louis Horn about ten years ago and the filing of a wire on another ship. In the latter instance, it was said, the ship was flown, but was brought down promptly when the defect was discovered and a crash was narrowly averted in landing.

Obviously, no university can prosper without first-rate faculty members and first-rate faculty members cannot and will not ally themselves with an institution not willing to pay them their worth."

Vandals at the Airport

Reports of serious damage to one of the planes kept in the hangar of the Bloomington airport, disclosed two things concerning the situation at the field. One is the discovery that there are persons on earth mean enough to commit such an act of unprovoked vandalism as ripping the fabric of the plane and putting it out of commission until the owners spend much time and money in having it repaired. Another disclosure by this incident is that the local airport lacks proper protection at night. In some parts of the season there are as many as eight or 10 planes kept at the field north of Normal, representing several thousand dollars in value. If miscreants can invade the place at night and commit any act they please, the owners of the planes carry a constant hazard which they should not bear. In all air fields which have the full government rating, night watchmen are employed to prevent just such destruction as this one. Several instances of similar depredations have been reported at the local field. When Bloomington and its aviation well-wishers shall have waked up to the situation sufficiently to provide a modernly equipped airport, no such vandalism will be possible in the future.

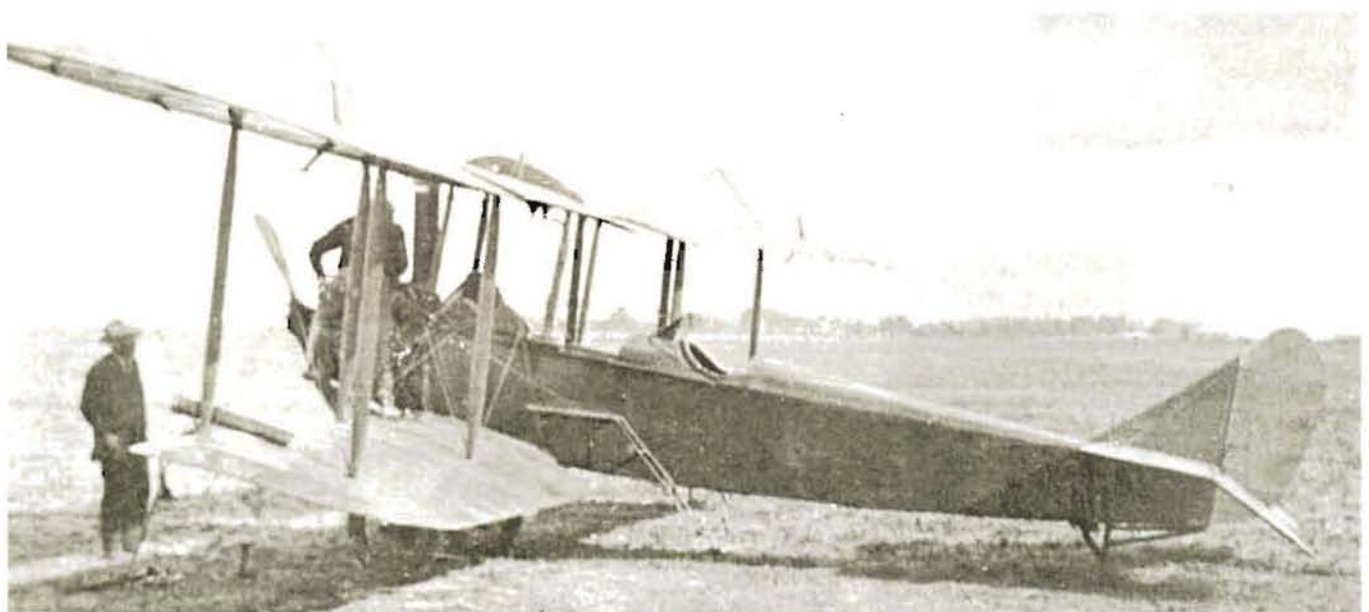
You never hear anybody singing "The Girl I Left Behind Me" nowadays. The reason is that you can't leave the modern girl behind.

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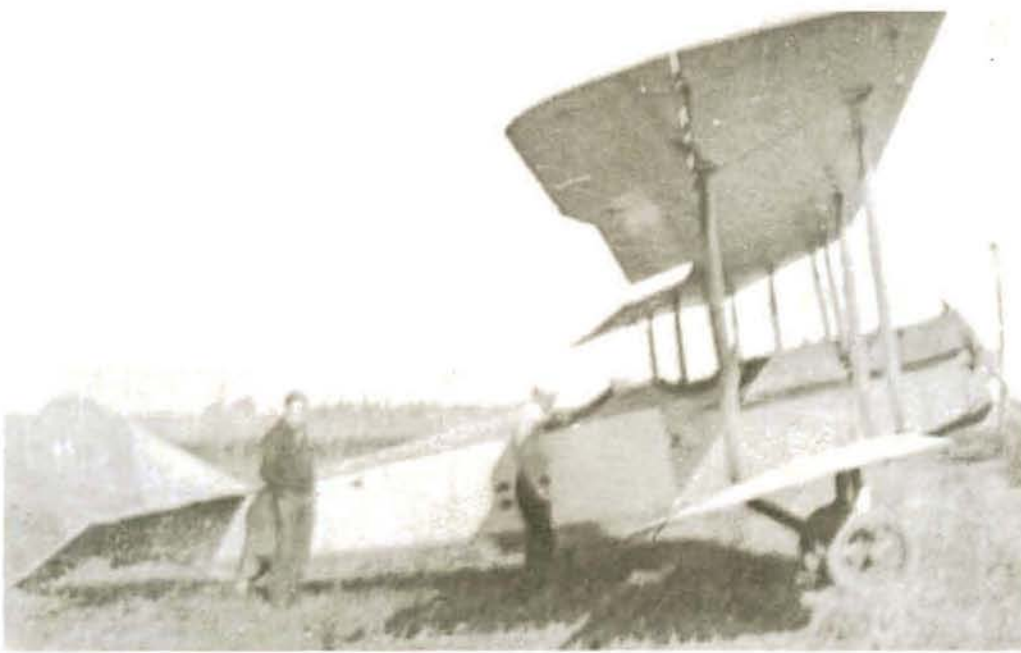
GEORGE GOFF AVIATION SNAPSHOTS
Gates Flying Circus, Visiting “Barnstomer” Planes



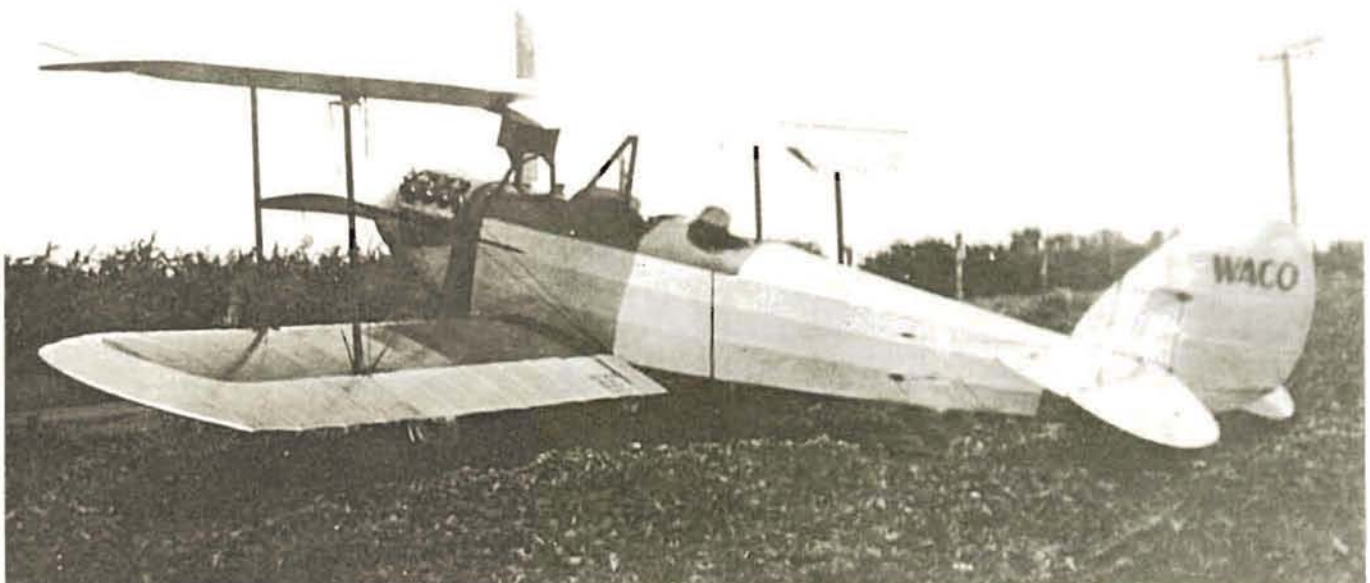
Standard J-1



Standard J-1



WWI trainer,
Canadian version of
the Curtiss Jenny



Roger Humphrey's Waco 9

AIRFIELD NORTH OF NORMAL



Left to right: Howard, Goff, Kemp, Morphew, Baldrige, Howard, Kendel, and Woods



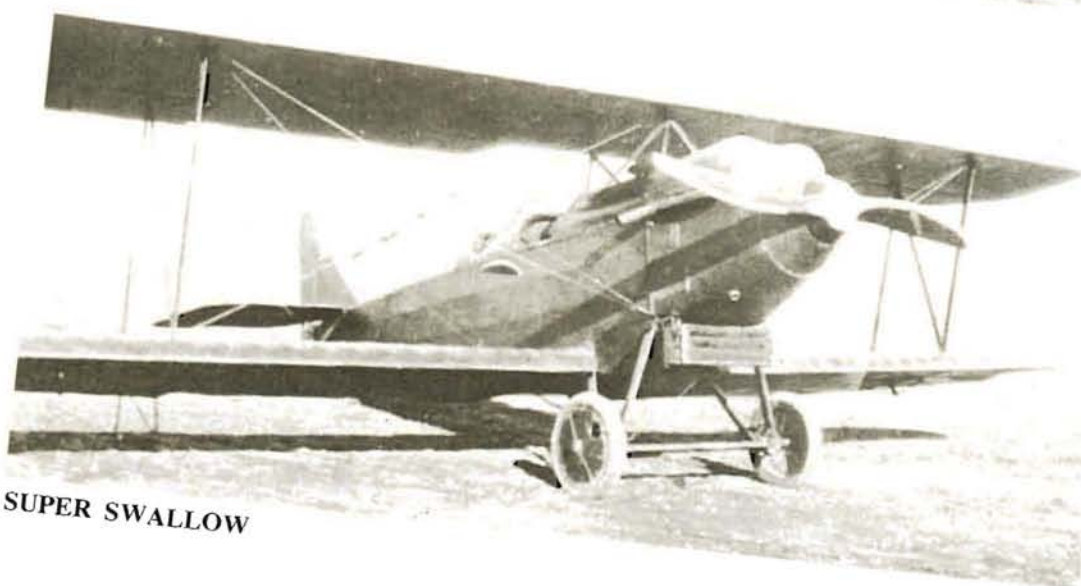
Left to right: Goff, Young, and Kemp



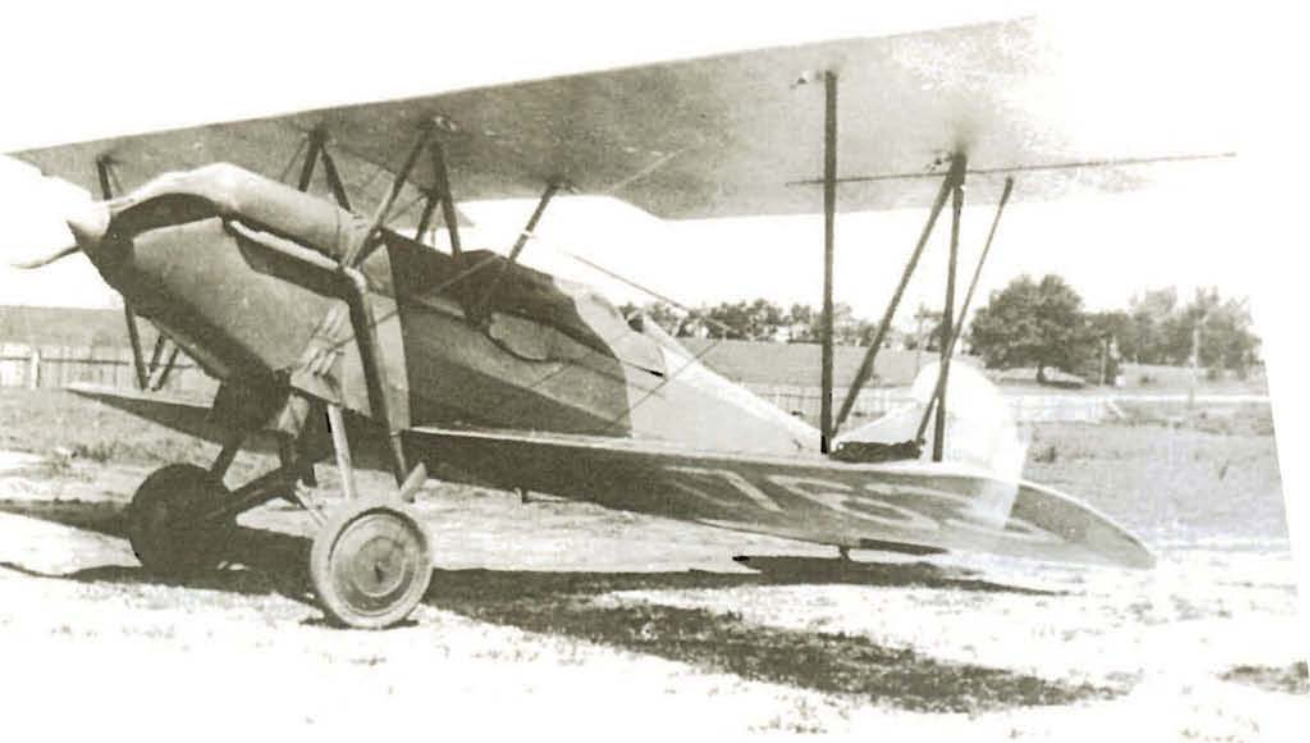
Governor's Air Tour



WACO 10



SUPER SWALLOW



Travel Air



Curzburger with a Stinson owned by Walter W. Williams



Travel Air



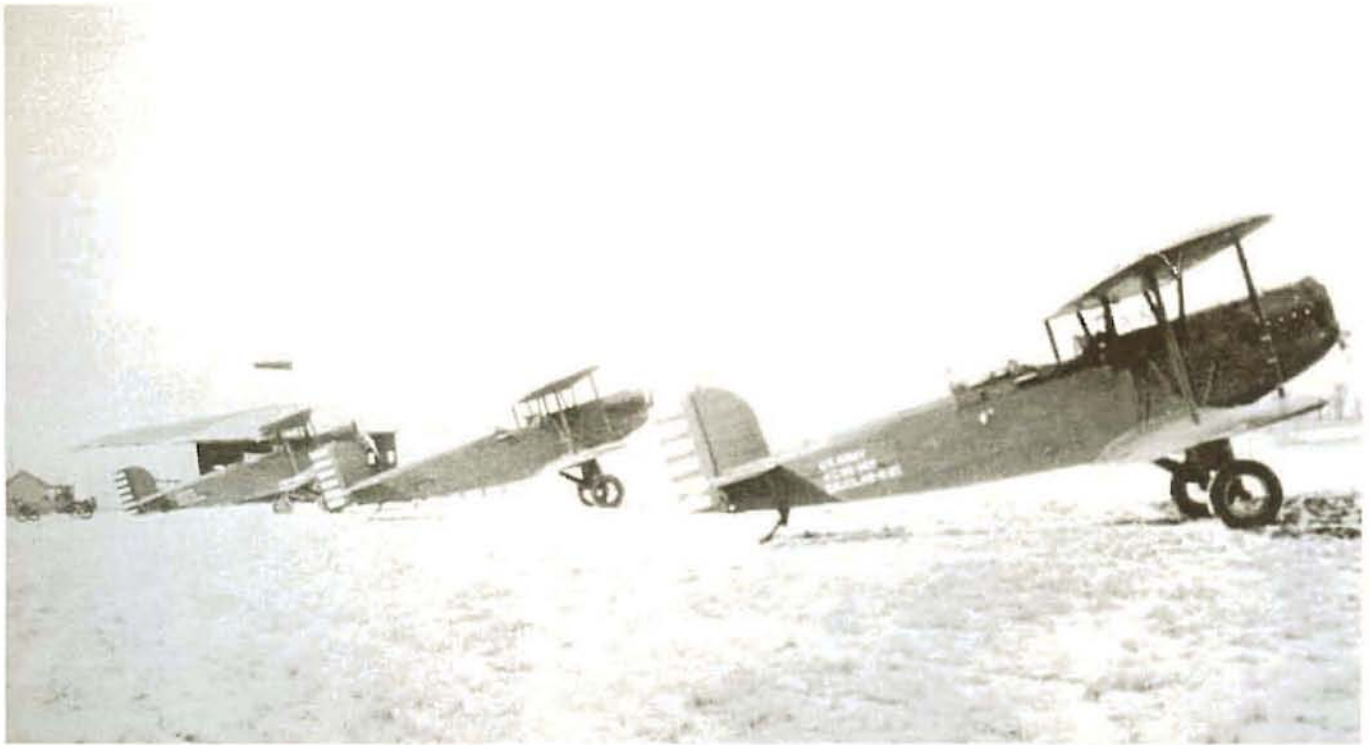
Air King



Beechnut Pitcairn Autogiro



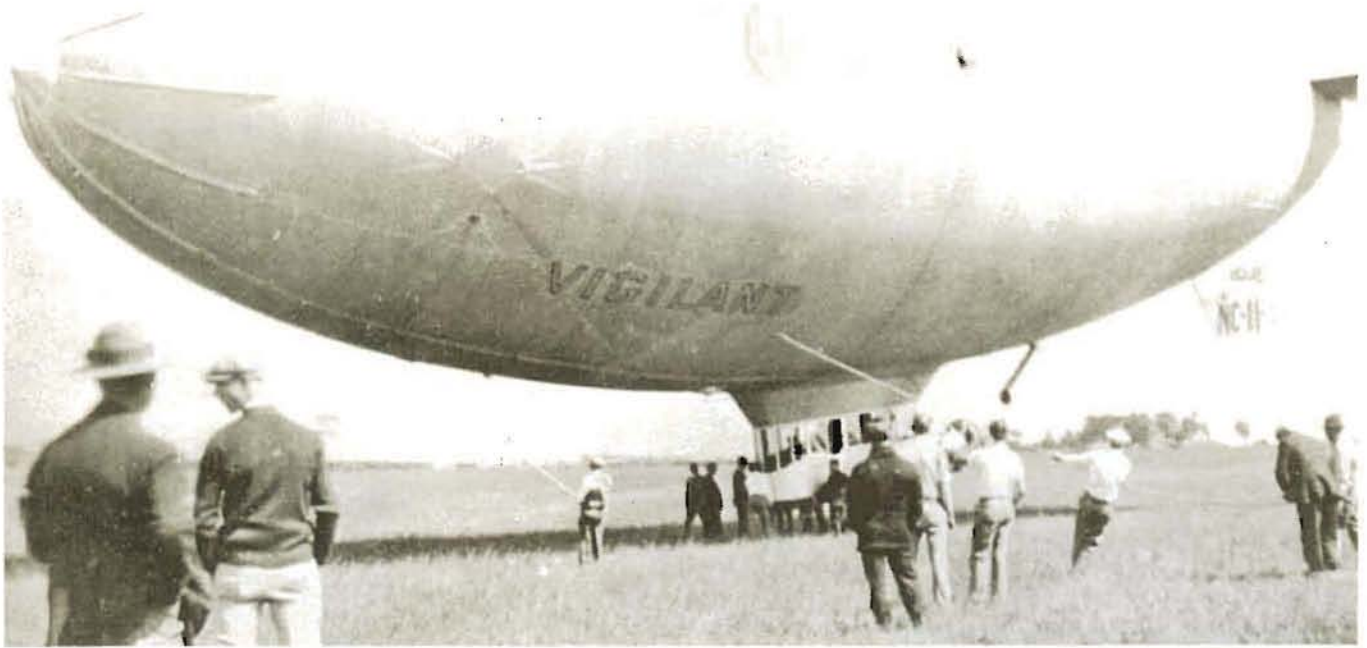
Amelia Earhart with the Beechnut Pitcairn Autogiro



Three Army Airplanes north of Normal



Army airplane at field north of Normal



Goodyear Blimp visited the Bloomington Airport north of Normal

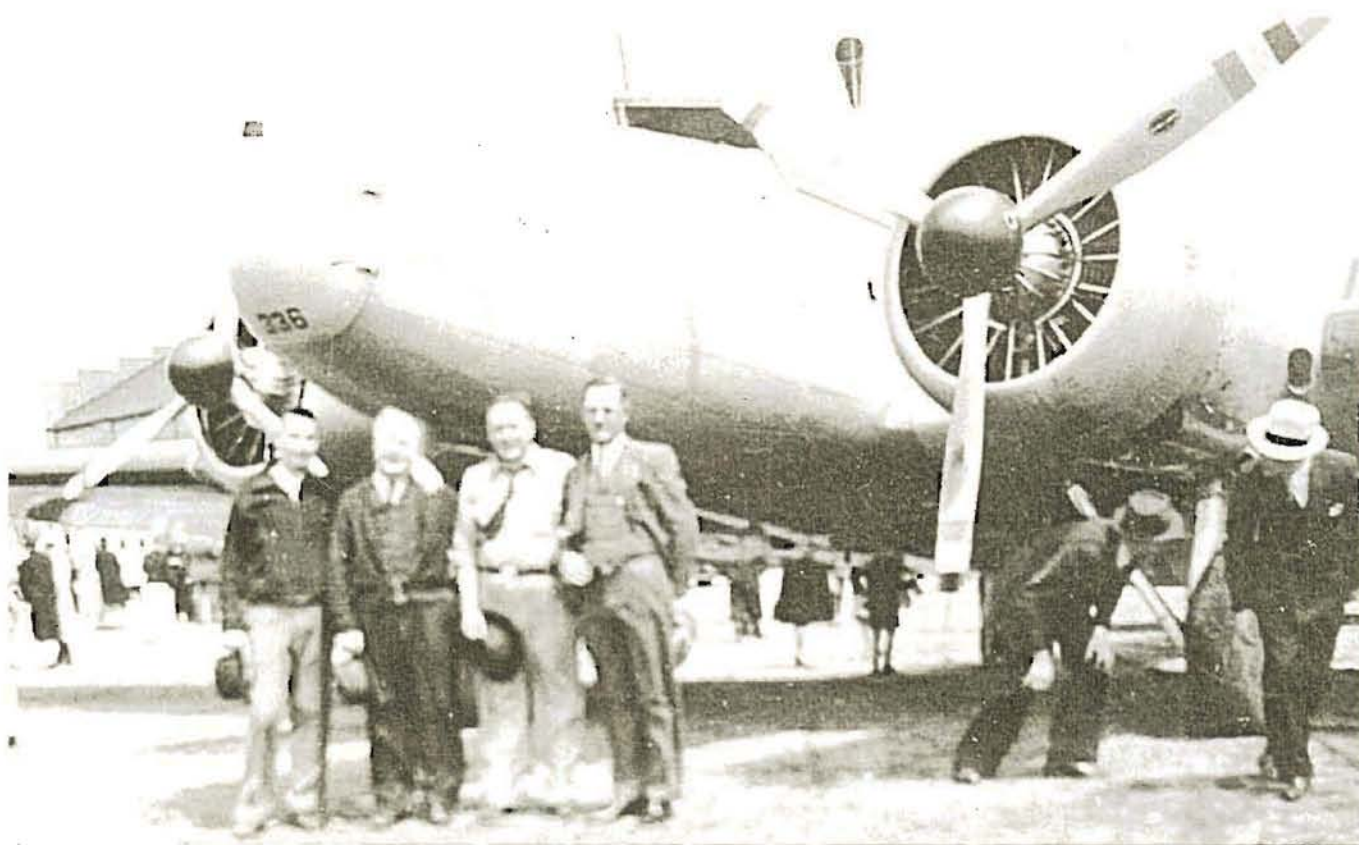
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Field East of Bloomington on Route 9





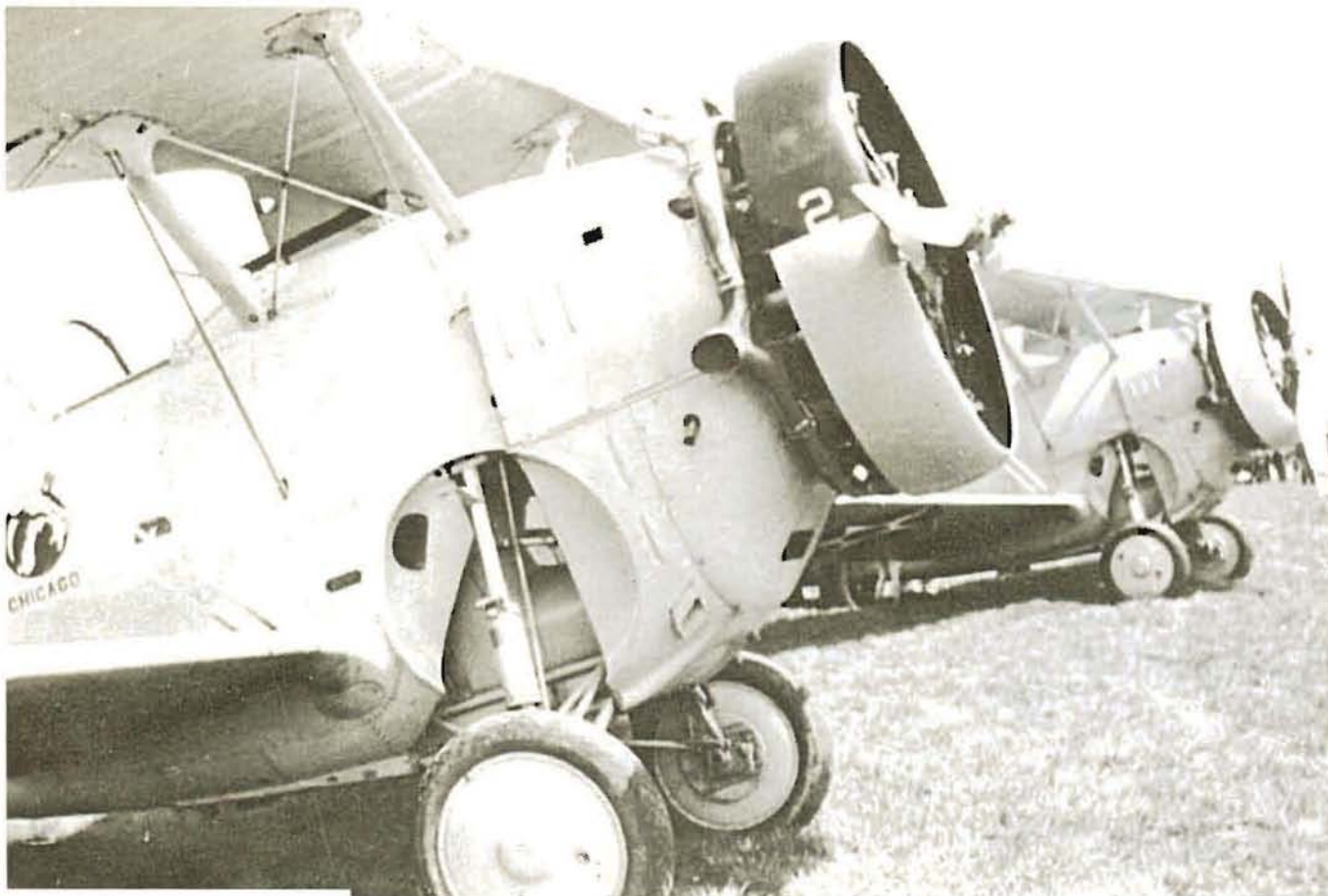
Belanca tri-motored racer



Early United Boeing transport plane



Army airplanes north of Normal



Navy Airplanes



Navy airplane



Army airplane



Army airplane



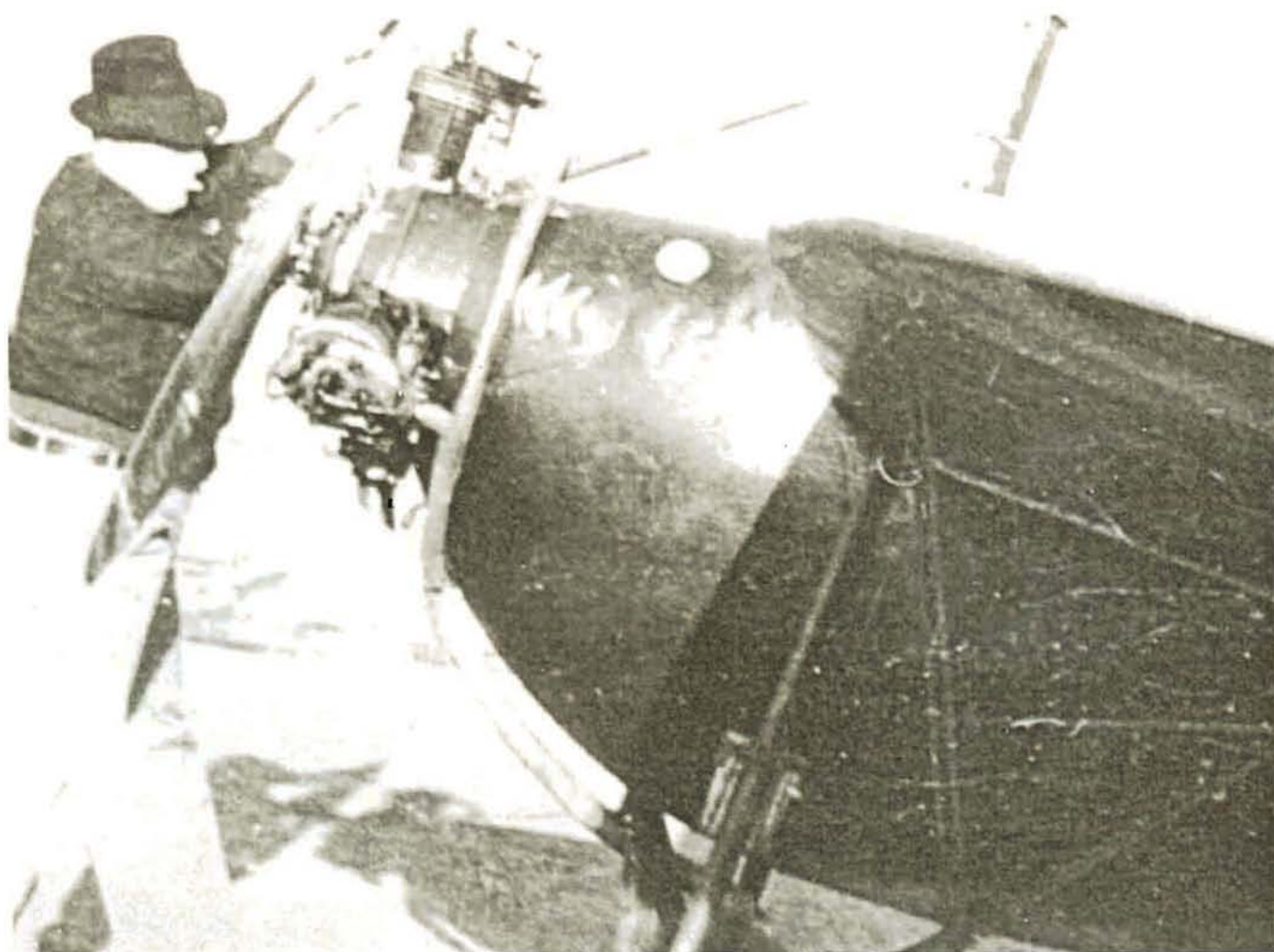
Carnahan's Fairchild



G. Ermond Mecherle's Monocoach



Clip wing Momocoupe, owned by Bob Davis



Archie Baldrige with a Buhl Pup

GAS MODELS



Line of models long fence.



Bob Kelley

FEB. 1985

HERE IS A BRIEF LISTING OF PERSONS WHO WERE ACTIVE IN PROMOTING AVIATION AT THE OLD BLOOMINGTON AIRPORT, NORTH OF NORMAL, ON THE HERMAN WILLS FARM, DURING THE PERIOD OF 1928 TO 1934. THESE NAMES ARE LISTED BY MEMORY ONLY, AND CERTAINLY CAN NOT BE CONSIDERED TO REPRESENT ALL PERSONS THAT MAY HAVE BEEN ACTIVE DURING THIS TIME PERIOD, BUT INCLUDE THOSE THAT ARE BEST REMEMBERED BY ONE WHO WAS A MEMBER OF THAT GROUP.

AIRCRAFT OWNERS:

1. WALTER WILLIAMS-J5 STINSON DETROITER- TRAVELAIR 6000
THESE WERE THE LARGEST PLANES WHICH WERE PERMANENT RESIDENTS OF THE AIRPORT (MR. WILLIAMS IS DECEASED)
2. ROGER HUMPHREY-OWNED WACO 9-2 DIFFERENT WACO 10'S(NOW DECEASED)
3. DAVIS MERWIN- OWNED WACO 10, (SCOOP#1); WACO STRAIGHTWING J67 (SCOOP#2) AND STINSON RELIANT (GULLWING 1934) (NOW DECEASED)
4. A.R. (ARCHIE) BALDRIDGE
OWNED WACO 10 (HULA BABY), J5 TAPERWING WACO, NOW DECEASED.
5. VERNELLE IRWIN, OWNED TWO WACO 10, S. HOME IS AT HALLVILLE ILLINOIS AND IS VERY MUCH ALIVE AT THIS DATE.
6. OWEN TILBURY-BUILT TWO AIRPLANES; FIRST WAS A HENDERSON POWERED PARASOL MONOPLANE SIMILAR TO HEATH. SECOND, BUILT THE TILBURY FLASH RACER WHICH IS ON DISPLAY AT THE MC LEAN COUNTY MUSEUM. (NOW DECEASED)
7. ERMOND MECHERLE-J67 MONOCOACH-(NOW DECEASED)
8. PARKHILL MOTORS AND/OR PARKHILL TOURS
OWNED A STINSON SM8A-PRESENT STATUS OF OWNERS NOW UNKNOWN
9. FLOYD CRAIG-VELIE MONOPREP-HAD A PARTNER BUT NOT RECALLED (STATUS UNKNOWN)
10. LANDER VAN GUNDY-OX5 LINCOLN PAGE (STATUS UNKNOWN)
11. WM. (BILL) BENNETT OWNED A VELIE MONOPREP. STATUS UNKNOWN
12. CLAUDE (MULEY) KENDALL-PARTNER IN OX5-SUPER SWALLOW AND OXX6 WACO 10 (DECEASED)
13. FRANK (JUGGY) KEMP-OX5 WACO 10 (DECEASED)
14. LEO JACKSON-OX5 TRAVELAIR 2000, PARTNER WITH FERDINAND SCHAD (DECEASED)
15. FERDINAND SCHAD-PARTNER WITH LEO JACKSON ON TRAVELAIR 2000 STATUS UNKNOWN
16. HARRY KANE-INTERNATIONAL, HISO POWERED-STATUS UNKNOWN
17. BEN SNYDER-OX5 JN4D JENNY-(STATUS UNKNOWN)
18. TOM LIVINGSTONE-MINONK ILL-OX5 AIR KING, WAS OPERATOR OF THE AIRPORT FOR LEESAR (PAPPY TANNUS) WHO BUILT THE AIRKING AT LOMAX PEORIA DURING A SHORT TIME.
19. BRUCE BLISS-KELY CURTISS JR. PUSHER (STATUS UNKNOWN)
20. LEWIS HORN TRAVELAIR 2600 OX5 CURTISS ROBIN

NOTE: STATUS OF PERSONS LISTED AS "UNKNOWN" INDICATES ONLY THAT THE WRITER, WHO HAS BEEN AWAY FROM BLOOMINGTON SINCE 1935 DOES NOT KNOW WHETHER THE NAMED PERSON IS LIVING OR DECEASED.

Pilots Who Flew at the Old Airport During the 1928-34 Era :

1. Chas. Zweng, (status unknown).
2. Tom Wood, pilot for Parkhill & others living in Florida.
3. Norm Miller, student at IWU, flew for Parkhill (deceased).
4. Jack Simmons, Hisso Travelair (status unknown).
5. Merlin Walker flew Curtiss Pusher & others (status unknown).
6. Dr. Robert McIntosh flew Mecherle Monocoach (deceased).
7. Harvey Wurzbarger believed to be the first Bloomington pilot after World War I.
Active in selling surplus aircraft materials and supplies (status unknown).
8. Ed Brooks flew for numerous owners, also a parachute jumper.
9. Ben McMillion partner in Super Swallow (status unknown).
10. Carl Klawitter, same as above.
11. Minor (Mickey) Harsha partner in Super Swallow (status unknown).
12. Robert (Bob) Davis student pilot who may have soloed at Old Airport, later owned several
airplanes at New Airport.
13. Herman Wills, owner of the Old Airport (deceased).
14. Ed Blum worked for Herman Wills as operator of restaurant, fueled airplanes, managed hangars, and
drove limousine to Chicago with airline passengers (United, American, Century & Others) forced
down at Bloomington.
15. Elmo Lane flew A. R. Baldrige's Waco-10 (deceased).
16. Chas. (Chuck) Howard, member of Bloomington Flying Club, related to Roland's Family
(Department Store).
17. Frank Bill, active enthusiast and aerial photographer for Daily Pantagraph (status unknown)
18. George Goff lived in Normal, flew for several owners (deceased).
19. C. D. Curtiss Director of Y.M.C.A., not a pilot, but a very supportive enthusiast in all airport
activities (deceased).
20. Charles (Chuck) O'Malley, Secretary of Original Bloomington Flying Club.

Of course at the top of all lists as owner, operator and pilot etc. was Mr. Illinois Aviation, F. Art Carnahan.

This list was prepared by Herb (Murph) Morphew, who was a pilot, mechanic, and man of all work. During 1928-34, knew all persons named personally. There are, no doubt, many others that should have been included, but not recalled at this time.

These lists were presented to the Bloomington Chapter of the E.A.A. by Herb Morphew on March 21, 1985.

THE SUPER SWALLOW

By H. E. Morphew

This 1926 OX-5 Powered Super-Swallow is believed to be the first production model Swallow utilizing welded steel tube fuselage construction in lieu of the earlier wood and wire designs fabricated by remodeling World War I airframes.

The Swallow Was built in Wichita, Kansas by a group of pilot engineers which included such famous names as Matty Laird, Clyde Cessna, Lloyd Stearman, Walter Beech and Jake Mollendick. Prior to 1926, this group had produced a large number of Swallow airplanes Powered with war surplus Curtiss OX-5 and OXX-6 engines as well as the Hispano-Suiza, more commonly known as the "Hisso".

In late 1925 or early 1926, this group of individuals broke up with Matty Laird moving to Ashburn Field on South Cicero Street, Chicago, to produce the Laird biplanes. Clyde Cessna, always a believer in the monoplane, moved to another location in Wichita to produce the Cessna. Walter Beech designed and produced the Travel Air and later the Beechcraft in Wichita. Lloyd Stearman also built the Stearman biplanes, in Wichita, and Jake Mollendick continued as the head man at Swallow.

It is believed that only eight (8) Super Swallows were produced. All eight were out of service, either crashed or damaged beyond economical repair before 1932. The airplane shown in these pictures is reported to have been the last one in service.

This specific airplane was originally owned and flown by Art Chester, well known racing pilot and designer, who was a major air race winner between the mid-twenties and the late 1940's.

Art operated out of Wilhelmi Field, south of Joliet, Illinois during the late 1920's and purchased this Super-Swallow to replace World War surplus type of airplanes such as Standards and Jennies. About 1927, Art sold this airplane and became a dealer for Walter Beech's Travel Air. Between 1928 and 1931, the Art Chester-Travel Air combination was practically unbeatable in the OX-5 racing classification.

The Super-Swallow was next known to be operating out of Peoria, Illinois, and in 1928, it was sold to the Parkhill Motors ownership in Bloomington, Illinois. About 1929, the Super-Swallow was sold by Parkhill to three local aviation enthusiasts, Ben McMillion, Minor T. Harsha and Carl Klawitter. Ben McMillion sold his interest later, to the then well known Bloomington garage owner, race car driver and Tavern owner, "Muley" Kendall.

During the years between 1928 and 1932, many local Bloomington-Normal residents learned to fly on this airplane and/or operated it commercially for the owners. A few of the names were: Art Carnahan, Jack Bell, Archie Baldrige, Eddie Brooks, Herb Morphew ("Murph"), Norm Miller, Ben McMillion and numerous others.

RECOLLECTIONS OF THE TILBURY FLASH

1932 through 1934

By H. E. Morpew

Much of the information that follows is no doubt redundant and in some cases may differ from that already known. This can be attributed to the characteristics of the human mind when recollections concern events that occurred some 60 odd years ago. Nevertheless, the following narrative is presented for whatever value it may have in establishing the details of the early days of the Tilbury Flash.

In the late winter of 1931 or early 1932, Owen R. Tilbury, who was in the employ of Williams Oil-O-Matic Corporation in Bloomington, Illinois proposed to Art Carnahan, a well-known Bloomington pilot, that a small racing monoplane should be built for the 110 cubic inch class race to be held at the Cleveland Air Races in early September, 1932.

The plane was to be designed by Mr. Tilbury around the physical measurements of Art Carnahan and tailored to the lines established by the engine to be used. The width and cockpit dimensions were to be as small as possible, yet sufficiently large for comfortable flight by a pilot of Art's stature. From the earliest proposal discussions it was firm that the fuselage and empennage would be conventional welded steel structure and that the wings would be a full cantilever plywood design mounted in the normal low wing position.

The basic proposal was agreed upon and Art was definitely chosen as the official pilot for the program. Finances being what they were in 1932, Owen secured the financial and physical assistance of Clarence Fundy who was a highly skilled tool room machinist, also employed by the Williams Oil-O-Matic Corporation. Hence the project was officially known during initial design and the 1932 racing season as the Tilbury-Fundy Flash.

The detailed designing was done by Owen in his home drafting room and construction of parts started almost as soon as the ink was dry. The only available production engine that would meet the displacement limits of the class was the Continental A-40. This engine was known to be reliable, but the initial cost was beyond the budget for the Flash. Jim Church had previously modified the four cylinder air-cooled Henderson Motorcycle engine and had increased its displacement to 108 cubic inches by using his own designed cast steel cylinders. He had successfully flown this engine in his own designed mid-wing monoplane and could supply an engine for the Flash. It was also believed that the upright mounting of the Church engine would allow better streamlining of the cowling and fuselage than the opposed design of the Continental A-40. In view of these considerations and the lower cash outlay required, Owen ordered an engine from Jim Church.

The wing curve chosen for the Flash was the M6, which had a constant center of pressure as I recall. This created complications since the wing was to taper in both plan and form and each rib was different in chord and thickness from root to tip. The ribs were of conventional spruce construction utilizing gussets made from 1/16 inch mahogany plywood. The spars, two in number, were of box design using ash upper and lower chords, mahogany plywood shear panels and maple block inserts at all bolt locations.

The 1932 wings were sized so as to provide a 12 foot wingspan. 4130 chrome moly attach plates were designed to provide a minimum of discontinuity by extending out along both faces of the wood spars for approximately 18 to 24 inches, tapering in width from tip to root. These plates were increased in height just past the spar root and provided with a welded doubler on each outside face. Two large bolt holes were drilled through these plates to match the fuselage attach box.

The ailerons were somewhat longer in span than normal for racing planes at that time and were of steel tube construction, fabric covered. The aileron spar was extended inboard to the fuselage and served as the control torque tube and also as a hinge on the wing aft spar. The actual hinges used were split hard maple blocks bored to the aileron spar diameter and then oil soaked. Simple steel straps attached the hinge blocks to the wing spar. While this design may seem crude, it was satisfactory with aileron stick forces being within an acceptable range.

A great deal of enthusiastic assistance was given during the actual construction of the Flash by numerous aviation minded friends of both Owen and Art. The only professional help used in the design and construction were Art Carnahan, Clarence Rousey, a welder who worked for the Carnahan Brothers in their garage and machine shop; and the writer of this narrative who was then a licensed Aircraft and Engine mechanic also working for the Carnahan Brothers. One individual volunteer who worked many long and hard hours in building the Flash was Clarence D. Curtiss, physical activities director of the Bloomington YMCA, which was next door to the Carnahan Garage. The 1932 wings were built in Owen's garage at his home. The fuselage and mechanical details were fabricated in the Carnahan garage in downtown Bloomington. Fuselage fairing were also built by Owen in his home shop and were fitted to the fuselage at the Carnahan garage just prior to fabric covering.

Fuselage construction was a conventional four longeron warren truss structure with two chrome moly torque boxes being built into the structure just above the lower longerons and having a depth somewhat greater than the depth of the wing spar roots. Fore and aft thickness of the torque boxes was more than distance between the wing spar attach plates by approximately $\frac{1}{2}$ inch. Machined spacers were fabricated in various thickness' so that the wing could be mounted on the fuselage in a variation of positions within the $\frac{1}{2}$ inch range for selection of an optimum position after initial test flights. To my recollection, the theoretical center position was first used, that is: $\frac{1}{4}$ inch of spacer in front of and behind the wing plates and, since it proved satisfactory, no other positioning of the wing was used during 1932, 1933 or 1934.

The landing gear was to be a full cantilever design. This was similar to that used on the then-current Monocoupe. The strut structure was of welded chrome moly tubing hinged at the lower longerons and incorporating shock cord rings between a horizontal member of each landing gear strut and the fuselage cross member similar to Monocoupe and later used by Taylorcraft and others. An aft drag brace from the axle attach point extended up to the lower longerons approximately one foot aft of the forward main hinge point. The gear, as initially installed and taxi-tested did not incorporate a center tension/compression brace. Unfortunately, after the first taxi tests the loads imposed caused the gear legs to bend outward and a combination tension/compression tube was welded into each landing gear assembly as a temporary fix. As in many similar circumstances, this fix stayed in service so long as I have any knowledge of the Flash.

Many minor problems were noted during construction and were handled by "on the spot" design fixes. One which is well remembered is that when the first assembly of wings to the fuselage was made it was noted that the direction of aileron travel was reversed. This resulted from the horns being welded on the inboard ends of the aileron torque tubes. Fuselage control and structure interference prevented the simple fix of

rewelding the horns on the aileron spar in the proper position. Instead, since time was becoming critical, a simple walking beam was located on the upper fuselage cross tube behind the pilot's seat. A push-pull tube was mounted on the left control horn of the primary aileron control torque tube beneath the pilot's seat, which then crossed over fuselage centerline and connected to the walking beam to the right of center. This then reversed control movement directions. A push-pull tube from each end of the walking beam dropped down to the control horn on the aileron spar torque tube and now the control throws and directions were proper. Provisions were made during this "Modification" which could have provided various aileron throws or even differential control. No variation of the basic specifications was ever made to the knowledge of the writer.

By early summer the Church engine arrived and was inspected. The only tachometer available in the proper RPM range was a French Chronometric tach, which was not an instantaneous indicator, but rather sensed the engine RPM and at specific intervals indicated the RPM on a reversed reading dial. As a result, the tach needle jumped continuously during engine acceleration or deceleration. Surprisingly, it worked fine once you were used to it. Engine RPM was in the 3100/3200 range.

The engine had been built up on an early Henderson crankcase which incorporated three main bearings. (Later, Hendersons used a five main bearing design.) The large capacity oil sump was an aluminum casting similar to that used on the Heath/Henderson conversions. The new Church cylinders were of cast steel and were installed on the crankcase by bronze clamps using the original Henderson cylinder hold down studs. As I recall the bore of the cylinders had been increased to 3 1/8 inches. As a result, the four cylinders which incorporated integral cooling fins were nested together so closely that the cylinder fins were almost continuous. Cylinder heads were not removable.

The valve arrangement was "F" head in reverse. That is, the exhaust valves were in the head and the intake valves were in the side position. As a result of this unusual arrangement, the exhaust valve was much larger than the intake and the "breathing" characteristics of the engine were certainly not optimum. On the other hand, exhaust scavenging was excellent. Regardless of basic theories and principals, the engines ran fine.

The carburetor was a Winfield side draft, size unknown. Ignition was provided by a Simms magneto as originally used by the Henderson motorcycle. Due to the new cylinder design and cowling consideration, the magneto had to be mounted on its side. The original coupling provided with the engine would not provide a sufficient range of ignition timing and it was discarded. Instead, the timing gear shift and the magneto shafts were fitted with a diamond knurled sleeve approximately 3/4 or 7/8 inch in diameter. A short section of high pressure steam hose that had the proper inside dimension was fitted over the knurled sleeve of timing gear and magneto shafts and secured with heavy duty steam hose clamps. This provided for infinite timing adjustment and was still in service at our last contact with the Flash.

Time was getting short and the engine cowling still hadn't been completed. A temporary cowling was made up, which was quite crude and was riveted together to allow initial engine runs and taxi tests. The propeller had been laminated, carved and finished by Owen according to his calculation, assuming 45 BHP at 3100 RPM. When engine runs were made the engine RPM was very close to 3100 and seemed to confirm the 45 horsepower output.

All final assembly and testing was done at the old Bloomington airport, north of Normal on the Herman Wills farm. This field encompassed 80 acres and was one-half mile long east and west and a quarter mile north and south. Obviously all takeoffs and landings were east-west or vice versa. The west boundary of the

field was marked with a high voltage power line about 30 feet high. On the east end of the field there was a railroad embankment about 8 or 10 feet high with a grain elevator building located at the north boundary of the field. On the south there was an ordinary Illinois farm barbed wire fence and along the north boundary a country road laid with the roadbed approximately three or four feet below the level of the airport. The ditches on each side of the road were steep sharp abutments which would be sudden destruction to any airplane crossing the roadway. All in all, no less desirable place could have been selected for initial test flights of a racing plane but it was the only airport we had.

Final engine runs were finally accomplished and everything ready for taxi tests. Unfortunately, as stated earlier, the landing gear was not sufficiently stressed for the loads and the gear had to be removed for the "overnight modifications" previously reported. Subsequent to that and other minor changes the normal speed taxi runs were successful and Art believed he was ready to try out the control feel at higher speeds. Several speed runs were made using the longest possible diagonal — southwest corner to northeast corner, but there was insufficient distance available for a takeoff attempt and a safe abort. Reasons for the slow accelerations were investigated and it was determined that the 10 inch by 3 inch Travel Air tail wheels used for the main gear of the Flash had insufficient bushing to axle clearance and were galling. Additional clearance and better lubrication eliminated the tight wheel condition but did not appreciably decrease the runway requirements on the next taxi tests.

It was now late into August and Art and the writer were scheduled to depart for Los Angeles to start the Cord Commercial Plane Handicap Derby from there to Cleveland. Accordingly, it was decided that Owen would take the Flash to Cleveland on a trailer and the actual flight test would be made after Art and I arrived in Cleveland. (In those days the Air Races extended for ten days and incorporated two weekends.)

This plan was effected and everything progressed according to plan. Art was placing well from day to day in the Derby and Owen had completed assembling the Flash.

For reasons unknown except the normal impatience of a designer who has finished his work and was sitting from day to day waiting on someone else to do his job, Owen finally agreed to allow Russ Hosler, a pilot of about Art's size and build, to make an initial flight check. It was never considered that Hosler would race the Flash. He was only to test hop it, but as it turned out — nobody raced the Flash.

Since neither Art nor I were at Cleveland at the time of the test hop nothing can be reported except that Russ never became fully airborne and got into violent roll oscillations to the extent that both wing tips were destroyed beyond repair and all activity for that time ceased until getting the Flash back home.

It was late winter (1932) before any further work was done to the Flash except for a redesign of the wings to increase their span to 14 feet and modifications to the empennage to provide better directional control. This was desirable especially at low speeds since no brakes were incorporated. Damage to the wings as well as the basic design prevented any simple fix and new wings were necessary.

Due to the limits of a one car garage at Owen's home, the entire reconstruction project was carried out in the Carnahan garage building. Woodworking equipment was set up on the fourth floor, which was not being used, and the new wings were built adjacent to the tool equipment. The wing curve (M6) and design characteristics were identical to the original wings. The original wing attach fittings and ailerons were reused.

The fuselage was modified in the Carnahan welding shop, which was on the third floor. The stern post was

increased in height about three or four inches and a steel tube dorsal fin was constructed which extended forward to the aft bulkhead of the cockpit. It is interesting to note that, so far as can be recalled, this was the first true dorsal fin used up to 1932. Douglas Aircraft, which also had a directional control deficiency in the DC-2 used this same corrective measure in designing the well-known DC-3 in 1934. The modified fin also required the rudder to be extended in height to match the fin.

The engine was dismantled for inspection by the writer and it was noted that several pistons were cracked. Crankshaft and bearings were found to be in excellent condition. The cracking of the pistons appeared to be caused by insufficient strength in the piston head design or possibly detonation. As a result, a decision was made to replace the church pistons to manufacture new ones entirely from scratch. The facilities of the Williams Oil-O-Matic manufacturing shop provided excellent pattern making and aluminum foundry facilities. Accordingly, new pistons incorporating a new head design were cast and finish machined to the individual cylinder bore requirements.

Assembly of the engine and initial run up mounted on the fuselage indicated that the characteristics of the engine were unchanged.

By this time, spring was fast becoming summer and the hopes of being ready for the July 4th American Air races at Chicago Municipal (now Midway) looked questionable. During mid-June the new wings and the fuselage were moved out to the Bloomington-Normal airport. New hand formed and welded cowling had been fabricated by Clarence Rousey and provided for a much better streamlining of the fuselage than in 1932.

The wings were installed on the fuselage and everything seemed to be going along O.K. Upon starting to work one morning, it was found that the upper plywood skin of the right wing was buckling badly due to the major change in temperature and humidity between the building in which the wings were built and the average ambient conditions at the airport. Since there was no time remaining for the proper re-skinning of the wing, the low spots which were near the mid-span point were filled with balsa wood fiber mixed with nitrate dope and sanded to conform to the proper wing contour. A new covering of balloon cloth was then applied over the entire wings' surface which was doped and finished in silver.

During the last week of June the assembly was completed and taxi tests were started. After several long runs to feet out the controls, Art stated that he was sure that the Flash would fly, but that there was no field length margin for an aborted takeoff. It was "do or die" in the fullest meaning of the phrase.

About five o'clock on June 30, Art decided to take the risk and to extend the high speed runs into a takeoff attempt. Word of the expected trial brought several hundred spectators to the airport, as well as all of the faithful volunteer workers. (It should have been noted earlier that after the disastrous 1932 season, Clarence Fundy withdrew from the project and from there on the Flash was entirely a Tilbury financed effort.)

The proposed takeoff was from the extreme southwest corner of the airport toward the northeast. Art then climbed into the cockpit (which was then open without a canopy installed) and the engine was started and warmed up to his satisfaction. With the wings being held by a man on each tip, Art opened the throttle to full power and nodded his readiness to go. The wings were released and the Flash started to accelerate. As mid-field was passed and the "no stop" flag neared, Art for the first time left the throttle full open and continued to accelerate. At about three-quarters of the available runway length, Art lifted the nose slightly and the Flash was airborne for the first time. The engine was buzzing like a song and the flight continued straight

ahead gaining altitude all of the time. About a mile from the field, Art started a gentle turn back across the airport. His use of the controls could be noted clearly as he checked roll rate, yaw and elevator reactions. After about 10 minutes of flight in the vicinity of the airport, Art went out to the southwest to start his initial approach. By this time, Owen was near hysteria and was obviously ecstatic with joy. Art's approach was normal and touchdown was about 300 yards inside the field. After taxiing in and shut down was completed, Art climbed out of the cockpit beaming with pleasure. Other than a few minor items, he declared that the Flash had performed perfectly. One less than desirable characteristic was the tendency for the wing tips to stall out at low speeds when the tail was dropped for a three point landing.

The next day was July 1, and the Flash was still unfinished in many ways. It was also at Bloomington instead of Chicago and the first day of the races was near at hand. On that day, a high speed flight check was made. Since there was no airspeed indicator yet incorporated, Walter Williams (who was Owen's employer and a very good friend of Arts) used his Travel Air 6000 as a pace ship. At about 500 feet Art indicated by sign language that he had the Flash flat out and at maximum speed. About 120 MPH was indicated on the Travel Air airspeed indicator, which was considered satisfactory.

The writer and Owen were with Walt in the Travel Air and we returned to the field to be ready for Art's approach and landing. Again, everything was good except that it was necessary to keep the Flash on the wheels as long as possible before dropping the tail to avoid wing tip stall and roll oscillations. (This characteristic may have contributed to Russ Hosler's problem at Cleveland in September 1932 when he washed out the original set of wings.)

The wing roots, which had up until now been unfaired, were fitted with a rather crude fairing of doped fabric.

Fuel capacity of the Flash (about three gallons) prevented a nonstop flight to Chicago Municipal and a decision was made to fly the Flash, accomplished by Walt Williams in the Travel Air, to a suitable farm field near Joliet which Art would pick out as he flew. A landing would then be made and the Flash's fuel tank would be refilled with gasoline drained from the Travel Air's tank.

On July 3, Art and the Flash made its third flight — this time across country. Owen and the writer went along with Walt in the Travel Air and a cruise speed of 110 MPH was maintained. A little east of Joliet/Lockport, Art made a circle of a large pasture which appeared to have no obstructions and a very smooth surface. A few horses and cattle were in one corner of the field, but evidently Art figured that they would not create any hazard. A very normal landing was made and Walt followed Art into the field with the Travel Air. The fuel tank of the Flash was filled to capacity (three gallons) and Art made a very smooth takeoff and headed north toward Chicago Municipal. Walt followed Art into the air and the flight into Chicago was uneventful. The Flash was stored at the Air Associates hangar and attracted large crowds. Many of the people, unaware of the cross-county flight, predicted that it was "too small and would never get off the ground."

Art made arrangements to enter the 115 cubic inch races the next day and Owen and the writer changed oil and spark plugs in preparation for the race.

The race itself on the 4th of July is a matter of record and needs no recounting at this time. Again, however, the Flash and its engine performed faultlessly, finishing in second place behind Art Davis in the Hanson Baby Bullet at a speed of 94.6 MPH.

Following the race, several potential sponsors appeared at the hangar. The Gardner brothers of Gardner propellers suggested that they build a new professionally designed and fabricated propeller for the next race. How they did this overnight was never explained, but sure enough they came the next day with two new propellers. These were installed and tried out by engine run only. The one which seemed best was left on and used in the race that afternoon.

During the night Art and the writer had made a simple cockpit enclosure from a sheet of plastic provided by Air Associates. Sheet aluminum was formed on a brake and bent to match the windshield contour in front and the resultant canopy was fitted with a piano hinge along the right side of the cockpit at longeron height. This provided two air exits beside the pilot's headrest fairing and a small pressure scoop was installed on the right side of the fuselage. Two sections of piano hinge were riveted to the canopy frame which matched two sections attached to the left cockpit sidewall. The method of locking the canopy down was two $\frac{3}{32}$ x 2 inch cotter pins on a piece of brass safety wire. These were installed by the pilot after the canopy was closed.

Again, the record of the next race is well known and the Flash beat all others with a speed of 114.92 MPH, well exceeding that achieved in the first race. The new propeller and the cockpit enclosure certainly paid off in an increased speed.

Air race enthusiasts will recall that the 1933 National Air Races were held at Los Angeles over the July 4th holiday week. Many of the well-known names in air racing simply could not get together the finances to take the equipment to Los Angeles during that depression year and so the American Air Race Association was formed to hold the races in Chicago for those who could not go to the West Coast. Among the names that I recall as being at Chicago were: John Livingston, Art Davis, Clarence McArthur, Clyde and Eldon Cessna.

After the Flash was brought back to Bloomington by truck following the Chicago races there was a period of unsureness as to the next move. The Henderson Brothers and the National Air Association were sponsoring an "International Air Race" concurrent with the Gordon Bennett Balloon Race at Curtiss-Reynolds airport north of Chicago over Labor Day weekend. As a punitive measure they "outlawed" all aircraft owners and pilots who had participated in the competitive American Air Races at Chicago Municipal over the July 4th holiday. They wisely did not "outlaw" the airplanes, many of which were superior to those which had been at Los Angeles in July and accordingly all that the owners had to do was to make a paper "sale" of the airplane to another owner and record the same with the Department of Commerce and to secure another race pilot. He could then enter the International Air Races."

The Flash was sold to Mrs. Virginia Tilbury (wife of Owen). Lyman Voelpel, who was chief pilot for the Warner Engine Company, was engaged to fly the Flash at Curtiss-Reynolds. Other owners did the same and most of the American Air Race airplanes were at Curtiss-Reynolds in September. Not surprisingly, all of the original "outlawed" owners and pilots were also there.

The Flash performed well for Lyman Voelpel, but unfortunately for the Flash, Steve Wittman had entered the original Nicholas Beazely racer which was powered with an English Pobjoy geared radial engine. Since the class displacement had been increased to 200 cubic inches, which accommodated the Pobjoy engine, Steve had an easy time of winning first honors. The Flash, however, still beat all other comers with 115 cubic inch engines.

There were no further races in 1933 and other than picking up a little small change for "appearance money" at local Illinois air shows, the Flash was not flown again until the 1934 season.

Money was very tight in 1934 and the future of the Flash was questionable. Since the original engine had quite a few hours since being fitted with the new pistons, it was torn down again for inspection and repaired as necessary by the writer.

Again the crankshaft and bearings were found to be in good condition. The new pistons looked good, but the original valves were in bad shape. The valves were equipped with the then standard "horseshoe" keepers and as normal, there was considerable wear to the keepers and the valve stem grooves. The exhaust valves themselves were showing some pitting and wear so that it was necessary to replace them.

New exhaust valves were fabricated from McCormick-Deering Farmall valves, which were made by Thompson. Stronger valve springs from the 1933 Buick Eight engine were used and the valve stems were machined so as to use the then new Thompson cone type keepers and washers from 1933 Plymouth cars. This machine work was done by Art Carnahan's father, A. G. Carnahan, who was the finest machinist the writer has ever encountered before or since.

The engine was reassembled and run in back of Owen's garage in Bloomington. It was installed on the fuselage of the Flash which was stored in the garage. (Owen's car sat out in the weather.)

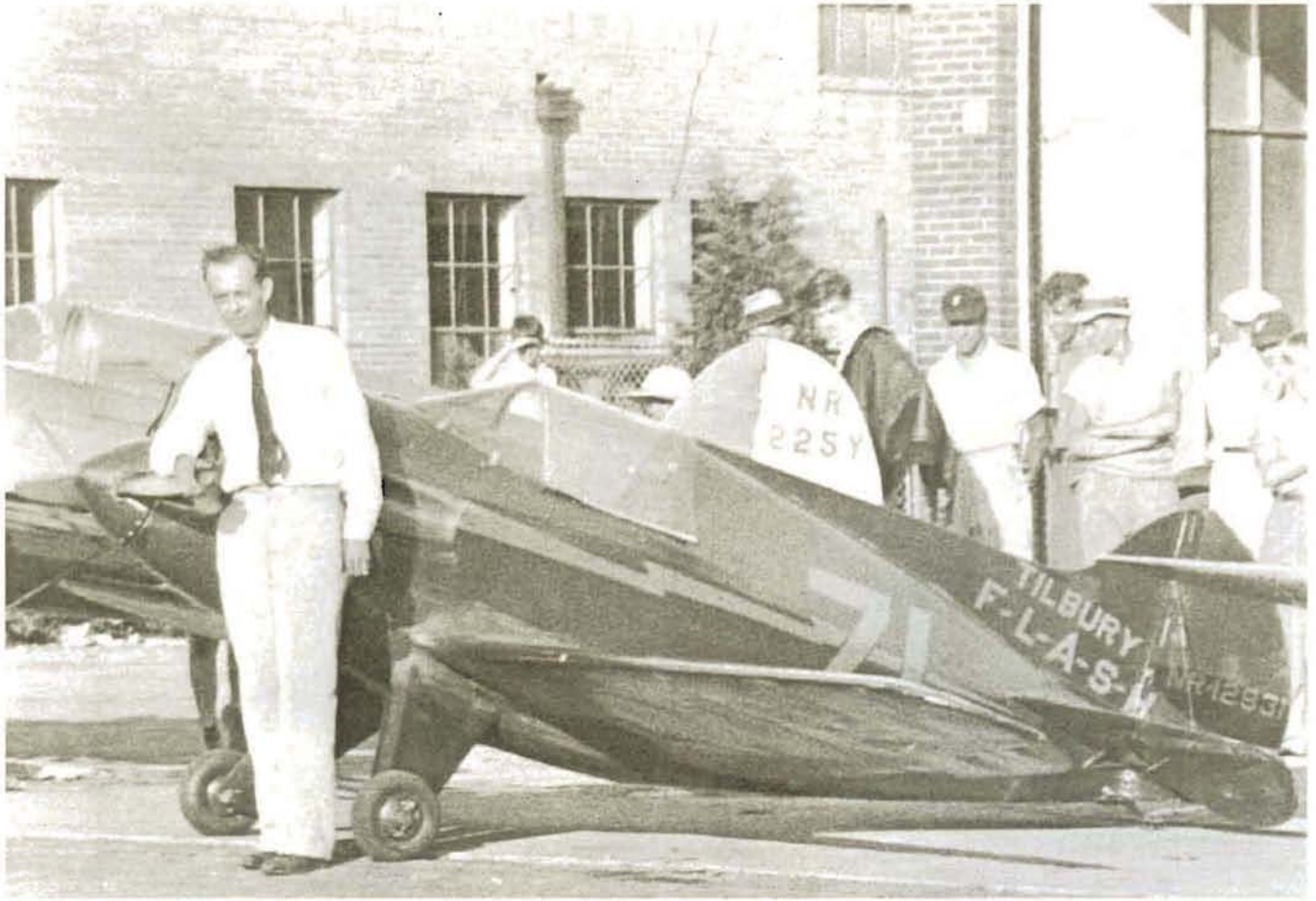
Due to many circumstances having nothing to do with the Flash, the writer had no further actual contact with the Flash or its operation other than to follow its records in the aviation press. It is recalled that Clarence McArthur successfully raced the Flash during several years following 1934-35.

The writer of this narrative became a certified A & E mechanic in 1928 while employed by the Carnahan Brothers (A & E 8449). He soloed in an OX-S Super-Swallow that same year at the Bloomington Airport and continued to work for Art Carnahan as need and conditions permitted until the winter of 1934-35.

During the 1935 to 1942 years he was employed by American Airlines at Chicago as a line maintenance mechanic. This continued until World War II. At this time he was employed by Douglas Aircraft at their Park Ridge, Illinois manufacturing facility (now O'Hare airport). He was supervisor of Field and Flight Operations for the entire time that Douglas produced the C54 (DC-4) at Chicago. During this period he also occasionally served as copilot on production test of the C54. Following the war, the writer went to Northwest Airlines at Minneapolis as a Field Service representative for Douglas and transferred to the Northwest payroll as a specialist for training maintenance and flight personnel on the C54 which was then to enter airline service in the spring of 1946 as the DC-4. Later he became assistant manager of flight operations — technical, and was responsible for flight crew procedures and standardization of flight operations.

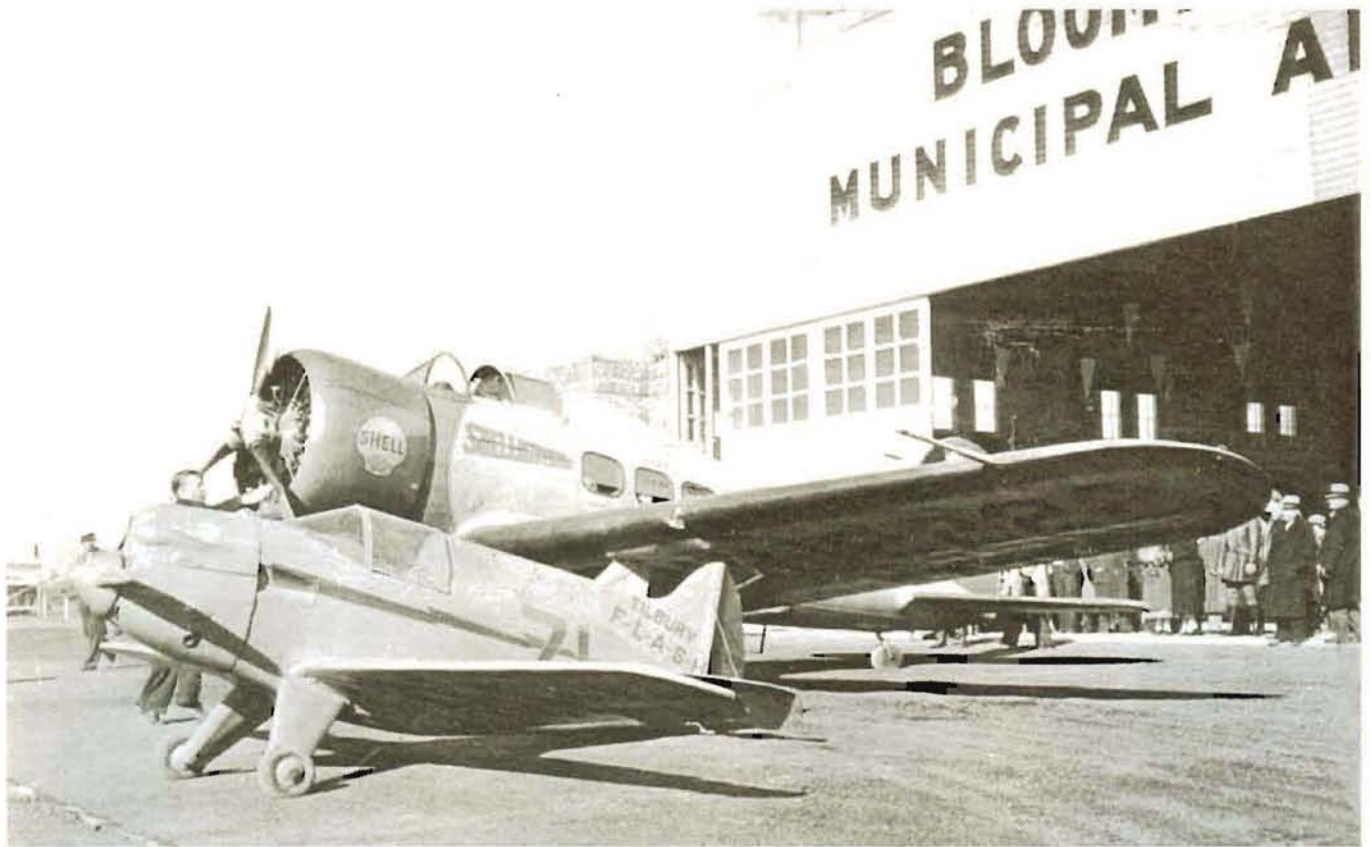
In 1954 the writer returned to Douglas aircraft on the West Coast and was a Service Engineer Representative until his retirement in April 1973. During those years he was a certificated A & P mechanic, pilot, flight engineer and ground school instructor. He is a member of the Quiet Birdmen (QB), Retired Northwest Pilots Association, the EAA and the OX-5 Club. His last assignment at McDonnell Douglas was the Coordinator, FEFI/TAFI Program for the DC-10 airplane.

TILBURY FLASH



Designer Owen Tilbury in front at the Cleveland Air Races, 1934





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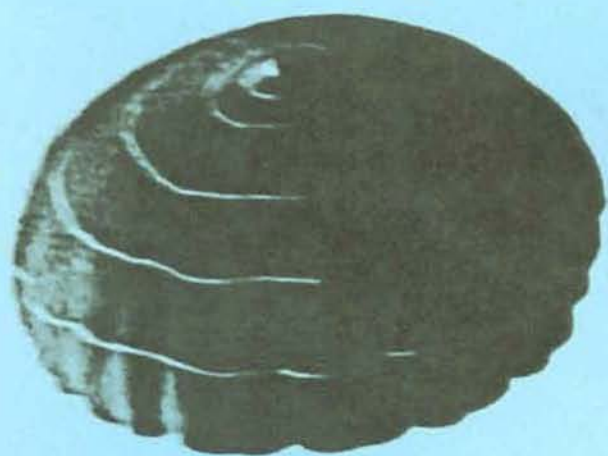
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The Tilbury Flash



McLEAN COUNTY
MUSEUM OF HISTORY

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The Tilbury Flash

The Flash is a rare survivor of an exciting period of American aviation history. Times were tough across America and racing promoters realized that crowds could be attracted to witness the speed and aviation prowess of America's young aviation enthusiasts. The races were set on "closed courses" which were oblong. These low altitude aerial courses were defined by checkered pylons. The advanced aviation ideas developed by these enthusiasts quickly attracted the attention of foreign governments. With war on the horizon, designs for fast and maneuverable aircraft could be quickly developed from racing to fighter planes. For this reason, European governments gave large cash prizes to promote the sport.

The Flash's very first competition took place at the Chicago American Air Races of July 6 1933. In its first heat, consisting of 5 laps around a 5-mile course, the Flash, piloted by Art Camahan, finished second. In the second heat, Camahan decided to use a new strategy that would keep him out of the prop wash of the larger competing planes. Camahan flew under all the other racers instead of flying alongside or behind them. The strategy worked and the Flash won the Polish Trophy! During the race, the Flash had flown as fast as 120 mph - a new speed record for his race class.

In September of 1933, Lyman Voepel piloted the Flash for the International Air Races. In both races, the Flash came in second. At the Cleveland International Races of 1934, piloted by Clarence McArthur, the Flash came in 4th at a respectable 102 mph. In January of 1935, the Flash was sponsored by the Paul F. Beich Company of Bloomington. Renamed the "Beich's Whiz" for a popular candy bar produced by the sponsor, it won first place in the All American Race in Miami, Florida. After its third place finish in the 1935 Cleveland races, the Flash's history became foggy. The plane disappeared until it was rediscovered in 1975 and donated to the McLean County Historical Society by Glen Courtwright and Marc Foose of B&F Aircraft Supply. That same year the Experimental Aircraft Association (EAA) Chapter 129 restored the Flash. In 1994 it was repainted to its 1934 colors.



AERO

Adams, Forrest 662nd Aero Squadron	Bloomington			56
Albee, Erwin Lieut. Air Service AEF	Bloomington	Flyer	LT	56
Allen, James Aviation Chanute Field	Bloomington			56
Anderson, George Sergt. Aviation (Clarence G.)	Bloomington		SGT	56
Arnold, Albert H. Aviation	Gridley			
Ashabrau, Voyle L. Squadron D, Flying Dept., Kelly Field Texas	Lexington		?	
Ausmus, Carl Corp. 16th Co. Third Regt. Motor Mechanics, AEF	Bloomington	MM		
Balbach, Nyle J. Lieut. Aviation	Chenoa	Flyer	LT	
Bandi, John C. Instructor Aviation	Bloomington			
Bates, Henry W. Construction Company Air AEF	Bloomington			
Baylor, Roy, Lieut. Aviation Section	LeRoy	Flyer	LT	
Bean, Clarence 3rd Company, 2nd Engineers, Motor Mechanics AEF	Bloomington	MM		56
Beasley, Felix 46th Balloon Company, Balloon Corps	Colfax	BLN		
Beckham, Frank K. Sergt. Balloon Corps	LeRoy	BLN	SGT	
Bedinger, Eugene Sergt. Balloon Corps (15th, 25th, 101st, 102nd A)	Bloomington	BLN	SGT	?
Beer, Robert Corp. 108th Aero Squadron	Bloomington			
Benedict, Early A. Aviation	Gridley			
Berry, Lyle Aviation	Bloomington			
Bingham, Halsey L. Lieut. Aviation	Bellflower	Flyer	LT	
Birckelbaw, Wayne Medical Detachment, 830th Aero Squadron A	Bloomington			56-C
Birkey, Albert V. Aviation	Hudson	Flyer		
Bishop, Walter Aeronautics	Bloomington		?	
Blumenshine, Homer B. Sergt. 328th Aero Squadron Chanute Field	Colfax			56
Botsfield, Clarence C. 56th Balloon Company	Bloomington	BLN	SGT	
Bowers, Ray Aviation	McLean			
Bowman, R.W. Aviation AEF	Towanda			
Bracken, Dwight F. Ensign, Naval Air Station, Pensacola, Florida	Bloomington	Flyer	NA	56
Bramwell, Ralph Aviation	Yuton			56
Brennan, Edward Sergt. Aviation Chanute Field	Bloomington		SGT	
Brewer, Frank Lieut. 52nd Aero Squadron AEF	Bloomington	Flyer	LT	
Britton, Ralph 16th Photo Section Aviation AEF	Bloomington			
Brokaw, John A. Lieut. Air Service AEF	Bloomington	Flyer	LT	56
Brown, Clifford Lieut. Aviation Chanute Field	Normal	Flyer	LT	56
Brown, Peter Naval Aviation	Normal		NA	
Brown, Rev. R.D. Chaplain, Chanute Field	LeRoy			
Brown, Walter D. Colonel Balloon Corps AEF	Colfax	BLN	COL	?
Broughton, Warren 352nd Aero Squadron	Bloomington			
Bruce, Otto G. Aviation	Bloomington			
Buckles, Dean D. Aviation	Bloomington			
Burkhead, Edgar 83rd Aero Squadron Langley Field	Bloomington			
Burr, Hudson Lieut. Aerial Observer, 13th Field Artillery AEF	Bloomington	BLN		56
Burtis, Edwin S. Lieut. Camp Pike	Hudson	Flyer	LT	
Butler, James Lieut. Flyer Camp Pike, Fort Sill	Bloomington	Flyer	LT	56-C
Callahan, Neil Sergt. Aviation Shelby Miss. (272AS)	Bloomington		SGT	
Carlock, Roland W. 14th Photo Section AEF	Carlock			
Carnahan, Robert D. Sergt. 97th Aero Squadron AEF	Bloomington		SGT	
Carrithers, Harry H. Lieut. Kelly Field	Hudson	Flyer	LT	56-C
Carson, Robert H. Lieut. Aviation Vancouver	Bloomington	Flyer	LT	
Castle, Drew W. 310th Aero Squadron	Gridley			
Cavins, Warren Cartmell, Instructor, Aviation M.M., Great Lakes	Normal		NA	?

AERO

Christman,Roy E. 91st Aero Squadron AEF	Normal			
Chuse,Frank Aviation AEF	Bloomington			
Clark,Roy E. Cadet,Camp Dick	Colfax	Flyer	CDT	
Cleary,John Sergt. 637th Aero Squadron AEF	Bloomington		SGT	
Coen,Donald, Aviation	Normal			
Collins,Bayard F. Lieut. Aviation AEF{1 Victory}	Bloomington	Flyer	LT	
Collum,David R. Corp, HQ Co. Balloon Wing AEF	Chenoa	BLN		
Conger,R.D. 28th Aero Squadron AEF	Lexington			
Conrad,Clifford Sergt.Motor Mechanics AEF	Normal	MM	SGT ?	
Conroy,David Sergt. Aviation Fort Sill	Bloomington		SGT	
Coogan,Paul Post Printer, Chanute Field	Bloomington			
Cook,Richard Aviation Great Lakes	Bloomington		NA	
Cooper,T.W. Aviation	Bloomington			
Coper,William C. Sergt. 810th Aero Squadron Indianapolis	Normal		SGT	
Copenberger,Vernon Sergt. 434th Aero Squadron AEF	Normal		SGT	
Courtright,Dudley Naval Aviation	Normal		NA	
Cox,James Vincent Lieut. Aviation Langley Field	Bloomington	Flyer	LT	56
Craig,William B. Corp. 648th Aero Squadron AEF	Bloomington			
Crum,Robert H. Aviation I.A.S.M. Reg.M.A. AEF	Normal	Flyer		56
Crusius,Harvey Corp. 12th Balloon Co. AEF	Colfax	BLN		
Culbertson,Lawrence Aviation	Danvers			
Cunningham,J.R. 317th Aero Squadron				
Dally,Paul Aviation 11th Aero Squadron AEF	Bloomington			
Dambold,Willis H. Naval Air Service	Bloomington		NA	
Daniel,Floyd Aviation Dallas	Bloomington			
Daniels,L.A. Lieut Aviation Camp Jackson	Bloomington	Flyer	LT	
Davis,Louis Eddy Lieut. Aviation Ellington Field	Bloomington	Flyer	LT	
Dearth,Frank E. Aviation Camp Omaha	Bloomington			
Decker,Fay B. Aviation	Bloomington			
Dietrich,Merwin Signal Corps, Kelly Field				
Dickey,William S. Sergt. 2Co. Aviation Mechanic AEF	Normal		SGT ?	
Dodge,Charles Signal Corps Aviation	Bloomington			
Dotson,Sebert Lieut. Aviation AEF	Normal	Flyer	LT	
Downey,W.P. Aviation Mechanic Kelly Field	Bloomington			
Downs,Fred Naval Aviation AEF	Bloomington		NA	56
Dunakey,Harry E. Aviation	LeRoy			
Dunn,James R. Naval Machine Instructor Dayton Ohio	Bloomington		NA	56
Easterbrook,John L. 3rd Aero Squadron AEF	Saybrook			
Eberhardt,William C. Machinist Aviation AEF	Bloomington			
Eckhart,Leo 92nd Aero Squadron AEF	Bloomington			56
Ethington,Clavin Aviation Los Angeles	Normal			
Evans,Lee H. 210th Aero Squadron AEF	Saybrook			
Everhart,Con,Aviation Mech 3cl. Naval Aviation AEF			NA ?	
Felmley,John B. Carpenters First Mate Navy	Normal		NA	
Ferguson,Claude Lieut. Aviation Kelly Field	Bloomington	Flyer	LT	56
Ferguson John Cecil Cadet Pilot,34th Aero Squadron AEF	Bloomington	Flyer	CDT	56
Ferguson,Herbert B. 872nd Aero Squadron	Bloomington			56
Ferguson,William Lieut. Aviation Post Field	Bloomington	Flyer	LT	
Fielder,Wade Houston, Naval Aviation	Bloomington	Flyer	NA	
Fierce,E.W. Machinist Mate 2nd Class U.S.Marine.Air Forces, AE	Bloomington		MC ?	

AERO

Fisher,Floyd Sergt. Aviation AEF	Downs		SGT	
Fisher,Otto AEF	Bloomington			
Fleming,Birney Fifer Sergt. Aviation AEF (11thAS)	Normal		SGT	56
Fleming,Pearl Mechanic Aviation Signal Corps	Gridley			
Flynn,Mortimer G. Lieut. Garden City L.I.	Bloomington	Flyer	LT	
Follick,Paul Sergt. Aero Service Eberts Field Ark.	Bloomington		SGT	
Freelund,Rudolph A. Aviation Electrician	Bloomington			
Freeman,Clarence Sergt. Co.164 Bat. Air Service AEF	Bloomington		SGT	
Frisch,John Naval Aviation AEF	Bloomington	Flyer	NA	?
Fryer,Harry Naval Aviation	Saybrook		NA	
Gailey,Watson W. Capt. Medical Corps,Lakewood NJ	Bloomington		CPT	56
Garrett,Joseph Signal Corps Vancouver	Colfax			
Garrett,Robert Supply Department Aviation AEF	Saybrook			
Garrigus,Woodford Aviaton Kelly Field	Bloomington			
Gates,G.J. Aviation	Bloomington			
Gazelle,Lester Aviation Signal Corps Chanute Field	Bloomington			
Gesell,Lester H. Sergt. Aviation Chanute Field	Bloomington		SGT	
Gibson,Paul 64th Co. Balloon Corps Fort Omaha	Bloomington			
Gill,C.Edwin Corp. Air Service Camp Dick	Bloomington		CPL	
Gillan,David L. 183rd Aero Squadron AEF	Colfax			
Gillen,James F. Machinist Aviaton	Bloomington			
Gillilan,Charles Lieut. Aviation Travis Field		Flyer	LT	
Ginter,Paul F. Sergt. Aviation Mechanic St.Paul	Bloomington		SGT	
Glessner,Sherman L. Naval Air Station Key West			NA	
Goember,Phillip Aviation	Bloomington			
Gollmar,George J. Aviation Chanute Field Fort Omaha	Bloomington			
Gray,Guy F. Sergt. 16th Aero Squadron AEF	Bloomington		SGT	56
Gray,Leslie R. Lieut.Aviation Service Texas	Bloomington	Flyer	LT	
Green,Gerald R. Instructor Lewis Institute	Bloomington			?
Greenlee,Lorne Cadet Flyer Camp Dick Texas	Heyworth		CDT	
Gregory,Omar Lieut. Aviaton Benbrook Field Texas	Bloomington	Flyer	LT	
Grizzelle,Miles C. Chief QM Naval Aviation	LeRoy	Flyer	NA	
Hackett,Frank D. Lieut.Aviation San Diego	Bloomington		LT	?
Hamblin,Walter L. QMC Aviation Morrison Va.Langley Field	Bloomington			
Hanson,Archie M. Lieut.Aviation AEF	Normal	Flyer	LT	56
Harder,Frank A. Aviation Mechanic AEF	Bloomington			
Harrold,Frank B. Aviation Signal Corps	Bloomington			? General?
Harrell,Wilburn R. 73rd Aero Squadron San Antonio	Bloomington			
Harris,Harold Aviation Corps	Bloomington			
Harrison,Elbert Iredell Lieut. Aviation Kelly Field	Bloomington	Flyer	LT	56
Harrison,Lester Earl Sergt. Signal Corps,Air Service,Waco	Bloomington		SGT	56
Harry,Francis Sergt. 492nd Aero Squadron AEF	Bloomington		SGT	
Hay,Earl W. Aviation Mechanic	Bloomington			
Hayes,John L. Signal Corps 188th Aero Squadron AEF	Bloomington			
Hayter,Lawrence W. 632nd Aero Squadron Kelly Field	McLean			
Heafer,Harold W. Lieut. Park Field AEF (186thAS)	Bloomington	Flyer	LT	
Hefner,M.G. Aviation Lake Charles	Lexington			
Heldt,Carl Aviation AEF severely wounded	Stanford			
Henderson,Denny Lieut. Aviation Camp Dick	Towanda	Flyer	LT	
Hill,John W. Corp. Aviation 85th Aero Squadron	Holder			

AERO

Hilpert, Harry Balloon Div. Air Service Camp John Wise	Stanford			
Hite, William H. 269th Aero Squadron AEF	Colfax			
Hodges, Dewey Earl. Aviation Chanute Field	Bloomington			
Hoelt, Infantry, Ship Builder, Newark, Kelly Field	Danvers			
Horney, Reid B. Lieut. Aviation Kelly Field	Colfax	Flyer	LT	
Howard, Lewis E. 97th Aero Squadron AEF	Bloomington			
Hudson, Cecil Aviation AEF	Saybrook			
Huffington, Paul Glenn Sergt. Aviation 11th Aero Squadron AEF	Normal		SGT	56
Hughett, M.R. Machinist Mate Aviation	Bloomington		NA	
Humphreys, Rogers, Sergt. Marine Corps Flyers Miami	Bloomington	Flyer	MC	56
Hunter, Charles E. Aviation Vancouver	Bloomington			56
Hursey, Charles H. Camp Clerk 76th Spruce Squadron	Bloomington			
Hursey, Chas P. Corp. Air Service	Bloomington		CPL	
Ireland, Guy Sergt. Aviation Mechanic Chanute Field	Normal		SGT	
isenman, Oscar W. Clerk Aviation	Bloomington			
Ives, Richard Lieut. Royal flying Corps Canadian Army	Bloomington		LT	?
Jackson, Fred Corp. Motor Corps, 110th Aero Squadron AEF	Bloomington			
Jacobssen, Clarence K. Corp. 92nd Aero Squadron AEF	Bloomington		CPL	56
Jennings, Mevise C. Chief QM Naval Aviation Boston	Ellsworth	Flyer	NA	56
Jensen, Elmer 210th Aero Squadron AEF	Heyworth			
Johnson E.W. Motor Corps Bradley Institue	McLean			
Johnson, Frank R. 11th Aero Squadron AEF (86thAS AEF)	Bloomington			56
Johnson, Grover Sergt. Aviation Dayton Ohio	Normal		SGT	
Johnson, Howard A. Lieut. Aviation AEF	Normal	Flyer	LT	
Johnson, John Paul QM Corps Chanute Field	Bloomington			
Johnson, Lewis Ross Aviation Master Signal Elec. Chanute Field	Bloomington		SGT	56
Johnson, Lyle 273rd Aero Squadron Taliafero Field	Stanford			
Johnson, Paul Aviation Rantoul	Bloomington			
Johnson, Walter T. Lieut. Aerial Gunnery Mt. Clemmons	Bloomington	Flyer	LT	56
Jolly, Allington Lieut. Aviation AEF	Cropsey		LT	?
Jones, Donald T. Lieut. Aviation AEF (155th Prst Grp. BEF) {1 Victo	LeRoy	Flyer	LT	
Jones, Elmo R. 466th Aero Squadron AEF	Bloomington			
Jones, Kenneth C. Lieut. Aviation San Diego	Normal	Flyer	LT	
Jones, Noble M. Wright Field Dayton Ohio	Bloomington			
Julian, M. Master Signal Electrician Chief Elec. at Chanute Field	Bloomington		SGT	?
Kane, Arthur P. Sergt. Aerial Photography	Bloomington		SGT	56
Karr, Roy Kelly Field AEF	Bloomington			
Kauth, Fred Corp. 13th Aero Squadron AEF	Colfax			
Kent, Evertt F. Aviation Dallas	Bloomington			
Kerr, H.T. 43rd Royal Flying Squadron RFC AEF	Bloomington		o	
Kershaw, Austin J. Sergt. 841st Aero Squadron AEF	Bloomington		SGT	
Kimes, Gordon Sergt. Aviation Chanute Field	Bloomington		SGT	
Knapple, John E. Aviation Mechanic	Danvers			
Knight, Bryce M. 261st Aero Squadron AEF	Colfax			56
Kuhn, Emmett Aviation Kelly Field	Bloomington			
Kummings, Carl H. Kelly Field				
Lavin, Frank Aviation AEF injured in aero fall in England	Bloomington			
Lawson, Roy Lieut. Kelly Field	LeRoy	Flyer	LT	
Leatch, Edwin 83rd Aero Squadron Langley Field	Lexington			
Leary, John M. Aviation Waco Texas	Bloomington			56

AERO

Leary, Richard Sergt. 210th Aero Squadron AEF	Bloomington		SGT	
Lewis, Leslie Sergt. Aviation Chanute Field	Bloomington		SGT	
Lewis, William E. Lieut. Aviation Chanute Field	Bloomington	Flyer	LT	
Little, Allen Aviation	Normal			
Livingston, John Naval Aviation AEF	Normal	Flyer	NA	?
Loney, Charles Aviation Uof I	LeRoy			
Lutz, David Lieut. Aviation Langley Field	Bloomington	Flyer	LT	
Macy, Cecil W. Lieut. 295th Aero Squadron ASSRC	Normal	Flyer	LT	56
Mallicoat, Lloyd T. 10th Aero Squadron AEF	Stanford			
Manon, Ralph 284th Aero Squadron	Lexington			
Marquardt, L.F. Carpenters Mate Aviation	Bloomington		NA	
McCarthy, Edward Corp. 482nd Construction Squadron AEF	Bloomington			
McConnell, Cecil 82nd Aero Squadron AEF	Lexington			
McDonald, Don W. Lieut. Balloon Div. Signal Corps	Bloomington	Flyer	LT	
McDougle, Verne Lieut. Aviation	Normal		LT	
McGee, Clarence Sergt. 261st Aero Squadron	Bloomington		SGT	
McGuire, James G. Sergt. Aviation Houston Texas	Bloomington		SGT	
McHatton, Smith Sergt. Aviation Training Camp St. Paul	Colfax		SGT	
McKnight, Bryce 261st Aero Squadron Chanute	Colfax			
McWilliams, Oliver Lieut. Bureau of Aircraft Production	Bloomington	Flyer	LT	56
Medburry, Harold P.O. 2nd Cl. Machinist Naval Aviation AEF	Bloomington		NA	56
Meese, George Aviation	Bloomington			
Merwin, Davis Marine Aviation Harvard Unit	Bloomington		MC	56
Miles, Beverly H. Sergt. 805th Aero Squadron AEF	Bloomington		SGT	56
Miller, John W. Aviation Service AEF	Danvers			
Miller, Roland B. Sergt. 30th Aero Squadron AEF	Bloomington		SGT	56
Millman, Lewis 2nd Balloon Co. AEF	Normal	BLN		56
Mishler, Lloyd Aviation Chanute Field	Covel			
Mohr, Clay Aviation San Antonio Texas	Arrowsmith			
Montgomery, Max Aero Service AEF				
Mooney, Dowl Sergt. Aviation Chanute Field	Bloomington		SGT	
Moore, Alpha R. 2nd ASM Regiment 15th Co. AEF	Carlock		?	
Moore, Louis Aerial Photography Fort Sill	Bloomington			
Morath, Ralph C. Aviation Camp Custer	Bloomington			56
Mortenson, Edwin P. Aviation	Anchor			
Moulic, Eugene S. Lieut. Aviation Park Field AEF (103rdAS)	Bloomington	Flyer	LT	56
Murphy, David E. Sergt. 266th Aero Squadron AEF	Colfax		SGT	
Murphy, Pearl T. 30th Aero Squadron Mt. Clemmons	Holder			
Murray, George P. Machinist Naval Aviation	Bloomington		NA	
Murray Lorne P. Sergt. 154th Aero Squadron AEF	Bloomington		SGT	56_C
Myers, Allen F. 488th Aero Squadron AEF	Lexington			
Nelle, Francis P. Aviation	Bloomington			
Nelson, Charles E. 116th Aero Squadron AEF killed in accident	LeRoy			
Nevins, Lloyd L. Sergt Major, 820th Aero Squadron Kelly Field	Bloomington		SGT	56
Nowatski, George Naval Aviation Force AEF	Normal		NA	56
Owens, Harry J. Corp. Aviation AEF	Normal		CPL	
Parr, Arthur Lieut. 90th Aero Squadron AEF	Cooksville		LT	
Patton George Glenn Naval Aviation AEF	Normal		NA	56
Paul, Arryl S. Aviation Section Great Lakes	Bloomington		NA	
Paxton, Warren Lieut. Aviation Camp Taylor	Bloomington		LT	56

AERO

Peck, Frank N. Sergt. 38th Aero Squadron AEF	Bloomington		SGT	
Pemberton, Wm. Hubert Sergt. 210th Aero Squadron AEF	Bloomington		SGT	56
Pemberton, John Raymond Aviation Long Island	Bloomington			56
Phillips, Eugene Army Aviation Service	Bloomington			
Phillips, Percy A. 828th Aero Squadron AEF	LeRoy			
Planck, Emerson Lieut. 14th Aero Squadron	Bloomington	Flyer	LT	
Plummer, Harold Lieut. 5th Aero Squadron Ellington Field	Bloomington	Flyer	LT	
Powers, E.M. Lieut. Aviation Payne Field	LeRoy	Flyer	LT	56
Powers, Emory H. Aviation	Bloomington			
Price, Mark 1st Depot Btln. Camp Borden Canada	Bloomington			56
Printt, Arthur Aero Squadron "A" Aviation Langley Field	Lexington			
Quinton, William Hobart Aviation Gerstner Field LA.	Heyworth			
Raber, D.D. Capt. Aviation Section Signal Corps LI, NY	Normal		CPT	56
Randall, Leslie Aviation San Antonio	Bloomington			
Raney, Glenn Navai Aviation AEF	Arrowsmith		NA	?
Ransom, Henry V. Aviation	Danvers			
Rayburn, Allan B. Lieut. Aviation Love Field Texas	Bloomington	Flyer	LT	
Read, Howard Capt. Aviation Chanute Field	Bloomington	Flyer	CPT	56
Reeder, Samuel Sergt. Aviation Mechanic Guerstner Field LA	Bloomington		SGT	56
Reid, Louis E. Corp. 12th Co. 8th Regiment MMAS AEF	Bloomington			56
Reisen, Everett L. Aviation	Bloomington			
Rexroat, Walter M. 210th Aero Squadron AEF	Bloomington			56
Rexroat, William S. Corp. Air Service AEF	Bloomington		CPL	56
Reynolds, Powell E. Aviation Mechanic Columbus	Bloomington			?
Riddle, Harry Lieut. Aviation Dick Field	Bloomington	Flyer	CPT	56-C
Riseling, Bert L. Corp. 33rd Aero Squadron AEF	Bloomington		CPL	56-C
Riseling, Cecil 152nd Aero Squadron	Bloomington			
Robinson, Lee C. Lieut. Aviation Miami	Bloomington	Flyer	LT	
Robison, Marshall Aviation	Danvers			
Robison, Travis Aviation	Danvers			
Rodman, J. Monroe 644th Aero Squadron AEF	Bloomington			56
Roebuck, Lee J. Cadet Flyer Canadian Army { killed in fall }	Bloomington	Flyer	o	
Rolofson, Hugh Sergt. 1st Cl. Aviation Mechanic	Bloomington		SGT	
Roy, E.J. Aviation AEF	Lexington			
Roth, Floyd Aviation Machinist	Bloomington			
Rowan, George D. 13th Battery Anti-aircraft Artillery AEF	Bloomington			
Rowley, William Lieut. Aviation Fortworth Texas	Normal	Flyer	LT	
Russell, Don Lieut. Aviation Carruthers Field	Bloomington	Flyer	LT	
Rust, Lawrence Chief QM Naval Aviation	Bloomington	Flyer	NA	56
Ryan, Frank Aviation Machinist Mate 1st cl. AEF	Bloomington		NA	
Sanford, Robert S. Corp. 139th Aero Squadron AEF	Normal		CPL	
Sargent, Edward D. Aviation	LeRoy			
Sargent, Fordyce Aviation	LeRoy			
Schewe, August D. 67th Balloon Co. Air Service, Camp Wise	Bloomington	BLN		56
Scholl, Fred 12th Aero Squadron AEF	Colfax			
Schroeder, Rudolph W. Major, Mc Cook Field Aeronautics	Bloomington	Flyer	MAJ	?
Shade, Ira D. Coastal Dept. Akron Ohio	Bloomington			
Shannahan, Thomas Aviation	Bloomington			
Shields, Henry Sergt Major 677th Aero Squadron Morrison Va.	Normal		SGT	56
Shifflet, Ray 138th Aero Squadron AEF	LeRoy			

AERO

Sholty, Clayton B. Aviation	Bloomington			
Simmons, John L. Aviation Signal Corps AEF	Bloomington	Flyer		?
Simpson, Carl Howard 11th Aero Squadron AEF	Normal			
Skillman, Cleon Cadet Aviation Dallas Texas	Bloomington		CDT	
Skinner, Howard Navy Signal Corps	Bloomington		NA	
Snerly, C.F. Lieut. Infantry trans to Air Service AEF	Bloomington		LT	
Snow, Charles Chief QM Naval Aviation Minn.	Bloomington	Flyer	NA	56
Springer, William M. Air Service Balloon Div. Camp Wise Texas	Stanford			56
Spurgin, William Lieut. Aviation Langley Field	Bloomington	Flyer	LT	
Staley, Elmo Naval Aviation	LeRoy		NA	
Stivers, Stanley Aviation Signal Corps	Normal			
Stone, Harry L. 34th Aero Squadron AEF	Normal			
Storm, Harvey R. Aviation Signal Corps Fort Wright	Bloomington			
Strickle, Ross Sergt. 36th Aero Squadron photo Chanute Field	Bloomington		SGT	56
Sutter, Fred O. Air Service	Heyworth			56
Tanner, Dean Aviation Fort Logan Amb. Co. 2	Stanford			56
Tatman, Horton E. Carpenters Mate Naval Aviation AEF	Normal		NA	?
Taubeneck, Earl R. Spruce Squadron Washington	Bloomington			
Thomas, Harry A. Sergt. 155th Aero Squadron AEF	Bloomington			
Thompson, Kenneth A. Sergt. Aviation Americus Ga.	Bloomington		SGT	56
Thompson, Ralph R. Aviation Chanute Field	Arrowsmith			56
Thompson, Rex 256th Aero Squadron AEF	Bloomington			
Tice, William G. Corp. 155th Aero Squadron AEF	Normal			
Tully, William Mechanic, Aviation AEF	Bloomington			
Tuthill, J.K. Instructor, Aviation Section, Signal Corps				?
Twaddle, Chester Lieut. Aviation Chanute Field	Bloomington		LT	
Vanordstrand, Earl Lieut. Aviation Rockwell Field	Bloomington	Flyer	LT	
Vincent, Thomas Aviation Kelly Field	Cooksville			
Wakely, Raymond Cadet Aviation U of Mich.	Bloomington		CDT	
Wallace, Otis 868th Aero Squadron Kelly Field	LeRoy			
Walley, Don E. Corp. Handley Page Training Depot #1 AEF	Bloomington		CPL	56
Washburn, Robert, Glenn Balloon Corps Newport News		BLN		56
Waters, Earl H. 38th Aero Squadron Chanute Field	Bloomington			56
Webb, George S. Naval Aviation Minn.	Bloomington		NA	
Werner, William H. Naval Aviation AEF	Normal		NA	?
West, William F. 370th Aero Squadron AEF	Anchor			
Wilkinson, Harry 210th Aero Squadron AEF	Bloomington			
Wilkinson, Joseph B. Aviation 659th Aero Squadron AEF	Bloomington			
Williams, Frank Aviation Dallas Texas	Bloomington			
Williams, Walter W. Lieut. Aviation Engrng. Chanute Field(38thAS	Bloomington		LT	56
Windsor, Mark Aviation Chanute Field	Bloomington			
Wise, William C. Lieut. Pursuit Pilot Aviation AEF	Bloomington	Flyer	LT	56
Wright, Alfred M. Lieut. 12th Aero Squadron Observ. Trainer AEF	Bloomington	Flyer	LT	
Yeakel, Lavelle W. 210th Aero Squadron AEF	Stanford			
Zweng, Charles, Aeronautics Bradley Politechnic	Bloomington			?