

939

THE
IDEAL SCRAP BOOK

LIEUT. E. CHOURRÉ
USS LANGLEY
1929

LET
COURTESY
BE SHOWN

1929

THE
AIR CLASSIC
OF THE
CENTURY

NATIONAL
AIR RACES



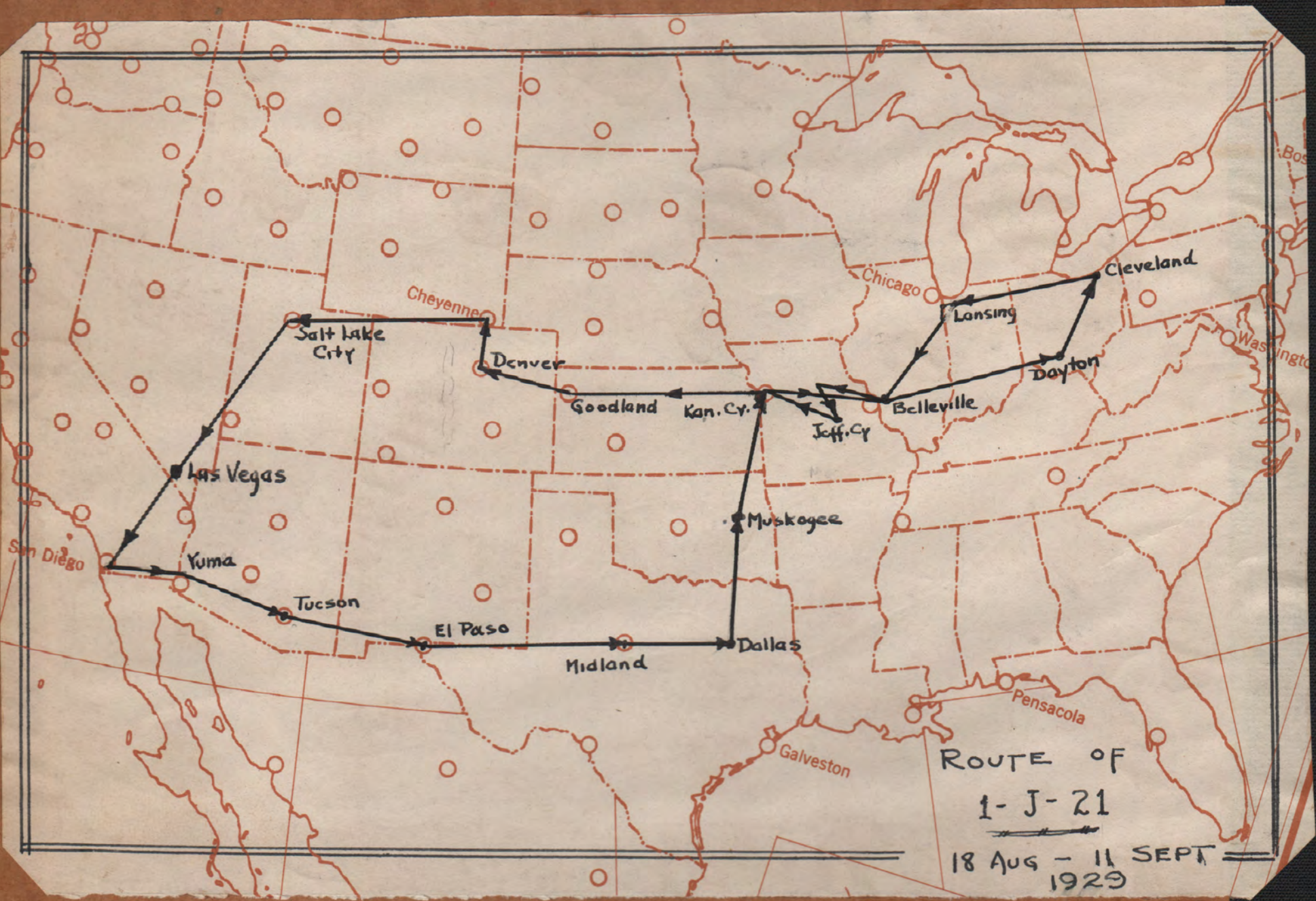
AERONAUTICAL
EXPOSITION

CONTESTANT

AUG. 24TH TO SEPT. 2ND
CLEVELAND, OHIO

MR. L. T. ECHOURRE
U.S. NAVY

Clifford W. Anderson
MANAGING DIRECTOR



LET
COURTESY
BE SHOWN

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THE
AIR CLASSIC
OF THE
CENTURY

NATIONAL
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AERONAUTICAL
EXPOSITION

COMMITTEE

AUG. 24TH TO SEPT. 2ND
CLEVELAND, OHIO

MR. L. T. ECHOURRE
U.S. N.

Clifford W. Anderson
MANAGING DIRECTOR



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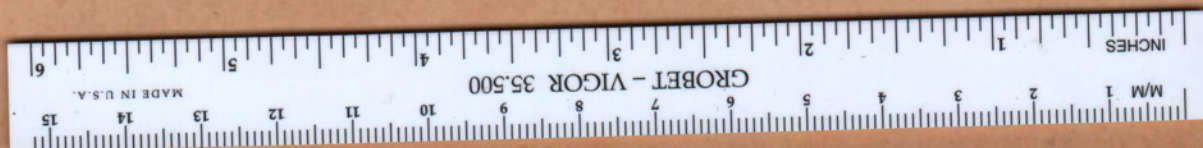
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NATIONAL • AIR • RACES •

• 1929 •

LT. E. CHOURRÉ
USNAVY





SIKORSKY- AMPHIBIAN AND CREW - CLEVELAND



VF-1B

TWENTY PLANES ARRIVE TODAY

Squadron Represents Navy at National Air Races at Cleveland.

The vanguard of the planes and men which will represent the United States navy at the national air races at Cleveland arrived here late yesterday.

Twenty other ships, including two giant Sikorsky amphibians, similar to one which put in at the Municipal port yesterday, under command of Lieut. Commander H. C. Wick, of the U. S. S. Saratoga, are scheduled to arrive today.

Under command of Lieut. E. Chourre, of the U. S. S. Langley, the Sikorsky, manned by four officers and four mechanics, made the field here after a rough ride against a strong head wind this side of Tucson, where the ship put in earlier in the day.

The ship left San Diego base at 6 a. m. Sunday. The elapsed flying time between El Paso and the coast was little over seven hours.

Makes Fueling Arrangements.

The advance ship is making arrangements en route for fueling and maintenance of the amphibians and Boeing fighters which will arrive this afternoon.

The Sikorsky is powered with twin Wasp motors developing a total of 900 horsepower. Aside from a cockpit for two pilots the main cabin accommodates eight men.

The Boeing fighter is powered with a Wasp motor and is rated as one of the fastest biplanes manufactured. It develops a speed of 150 miles an hour. It also is powered by the Wasp motor.

The planes with their 20 officers and 12 men, which will stay over night at El Paso, are scheduled to make their appearance between 3 p. m. and 5 p. m. today, depending upon the length of time used at Tucson in refueling the fleet there.

The sister ship to the Sikorsky, which set down here yesterday, flew over to Tucson yesterday, where it stayed to make arrangements and to join the fleet, which will leave San Diego early this morning.

Praise Airport.

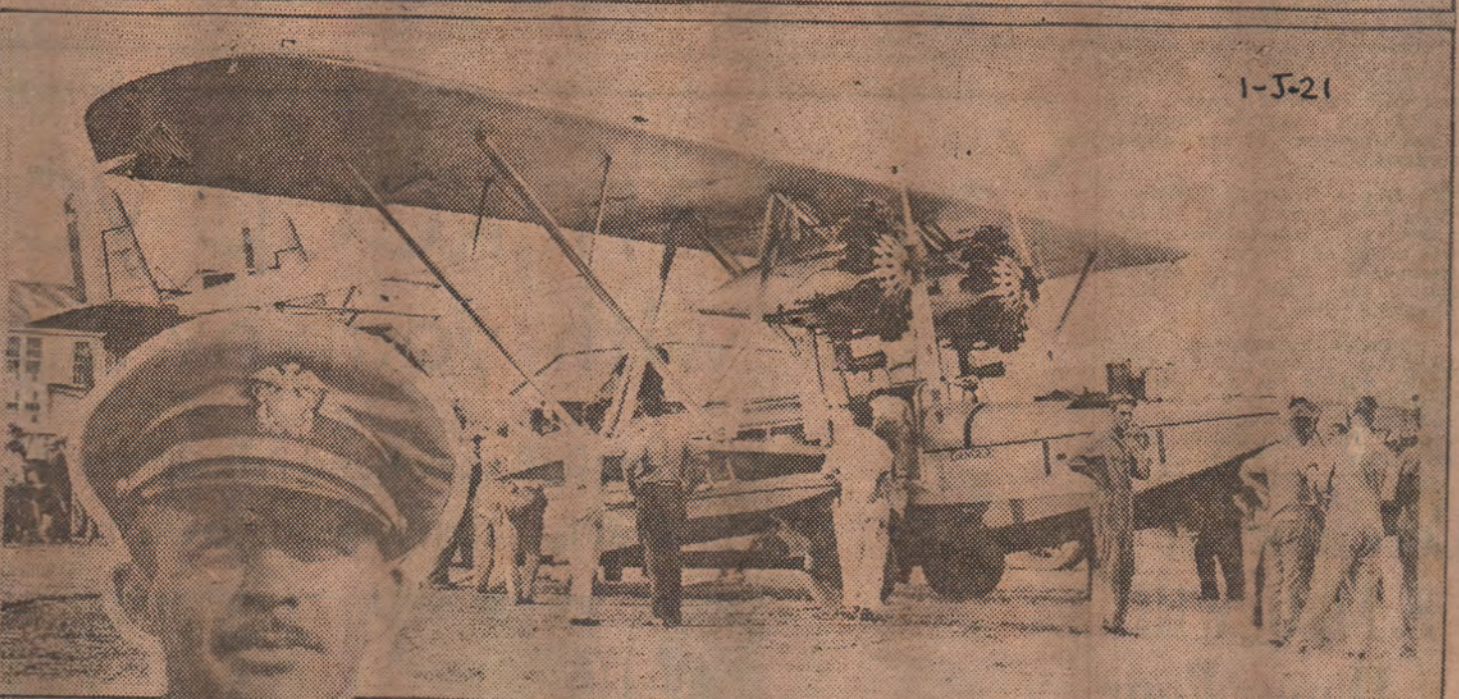
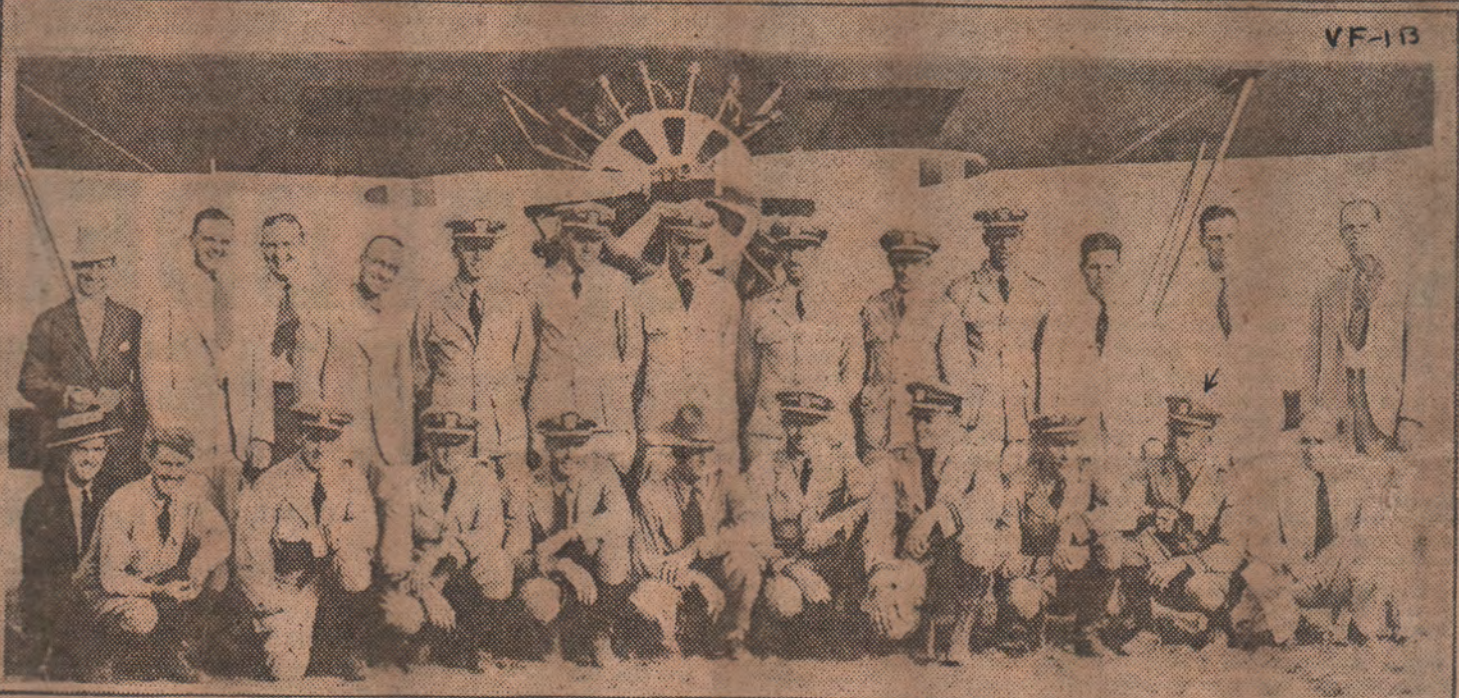
Lieutenant Chourre expressed satisfaction with the Municipal airport, declaring it to be in excellent condition.

Other members of the Sikorsky's crew, which stayed at the Hotel Hussmann over night, follow: C. E. Forsyth, chief aviation pilot; G. W. Sheridan, A. C. M. M., and four mechanics, H. M. Tyler, William A. Webb, George C. Garrett and A. J. ~~Reynolds~~ **TORMASI**

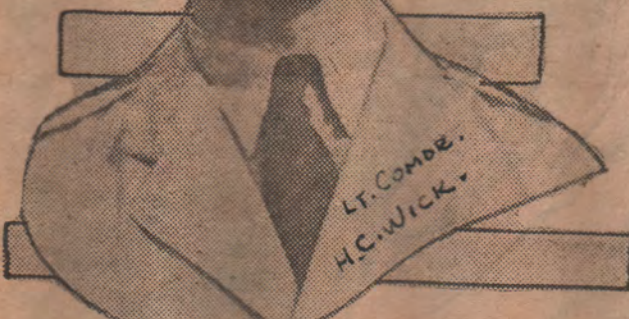
The Sikorsky will leave here for Midland, Texas, today, after which it will make its way to Cleveland by way of Muskogee, Okla., St. Louis, Mo., and Dayton, Ohio.

"Appendix 1. C. F. "

Squadron of Twenty Navy Planes Regales Visitors at Love Field



—News Staff Photos.



In the center picture are shown some of the officers piloting the ships, with members of the junior chamber of commerce reception committee, Lieut. Harry Weddington, executive officer of the Thirty-Sixth Squadron at Love Field, and Lieut. Edgar Glenn, adjutant of the summer school for army air corps reserve officers. Lieut. Commander H. C. Wick, U. S. N., is commanding officer of the squadron, Navy Fighting Squadron No. 1. Lieut. Harold Brow, U. S. N., is executive officer, and the personnel of flying officers includes Lieut. L. E. Gehres, U. S. N., leader of the "Nine High Hats," the nine-plane acrobatic division; Lieut. J. R. Tate, Lieut. F. C. Sutton and Junior Grade Lieutenants McMahon, Arnold, McLean, Briggs, Kivette, O'Bierne, Lankford, McCluskey, Mundorff and McClure, and Ensigns Ironmunger, MacMullen and Ralph. The three Sikorsky planes were piloted by Lieutenant Chourre and Junior Grade Lieutenants Harvey and Alexander. In addition there was a personnel of nineteen enlisted men. Each of the "Nine High Hats" has a high silk hat painted on the fuselage of his Boeing plane and each pilot wears a red leather helmet.

Among members of the junior chamber who met the flyers at the field and escorted them to the Adolphus were John L. Briggs, Alfonso Ragland, Capt. John D. Dunlap, Lieut. George A. Brewer, Harry P. Merrill and Dr. H. L. Rice. More than 1,000 Dallas civilians parked their automobiles along the edge of the field to witness the landing of the squadron. A few of those standing near by caught an amusing moment when the pilot of one of the big amphibian planes climbed out of the cabin. His legs were bowed like those of a Texas cowboy. He ambled over to Lieut. Commander Wick and reported, informally: "Well, Captain, there's your damned old duck." A grin of approbation from the Lieutenant Commander, and the pilot walked away, bowlegs and all, with unconcerned dignity. In excess of 1,100 gallons of gasoline was required to refuel the navy ships.

Lieut. Commander Wick expects

to lead the squadron as far as Kansas City or St. Louis Wednesday evening, and to reach Cleveland Thursday afternoon. Sunday the navy planes will give an exhibition of tactical maneuvers, formation flying and acrobatics at the national air races.

The marine corps being absent, air forces of the navy and army had a reunion at Love Field Tuesday afternoon, the navy populating the municipal airdrome with a full squadron of eighteen Boeing pursuit planes and two giant Sikorsky amphibians. They will leave Love Field at 7 a. m. Wednesday. A third big amphibian plane, which was compelled to alight in Abilene for the night, will rejoin the squadron at Dallas early Wednesday morning.

En route from San Diego, Cal., to Cleveland, where they will enter the national air races Sunday, the first of the navy planes landed at Love Field at 5 p. m. and others continued parking until 6 p. m. A glimpse of these swift pursuit ships is given in the top picture. All are from the navy's new airplane carrier ship, the U. S. S. Saratoga, which, besides this squadron, carries two others—a total of eighty-seven planes.

20 Naval Planes of

"Fighting 1"

Land at Sloan Field

ON WAY TO CLEVELAND AIR RACES

Night Stop In Dallas As Only Other Texas Stop

Led by two Sikorskys, the first of which landed at 10:10 this morning under command of Capt. Forsythe, the second under command of Capt. Utley, 18 Boeing fighters landed at Sloan Field today, bound for Dallas, where a night stop will be made en route to the National Air Races at Cleveland.

Lt. E. Chourre was at the control column of the first amphibian, Lt. Harvey at the other. Each big plane, with its peculiar tail rigging, carried five men, pumps, mechanical requisites and other necessities.

Fly in Formation

The speedy Boeing F-2B planes of the Fighting 1 of the USS Saratoga, commanded by Lt. Com. H. C. Wick, flew in flight formations of three planes each. Each was powered by a Pratt and Whitney Wasp motor, 450 horsepower, capable of turning up 1950 revolutions, insuring a top speed of 150 miles an hour. Armament on the grim sky fighters includes two machine guns synchronized to fire through the moving propeller and so crossed that the line of fire converges at a point 200 yards ahead. Aiming of the guns is done through telescopic sights so aligned as to keep on its target only when the ship is pointed that way. The guns are rigid, and mounted in the cowlings of the little planes, which are the latest word in fighting jobs.

Emergency Equipped

There are bomb racks under the wings and auxiliary tanks for the flight. These can be dropped in case of emergency or need for lightening load. Each carries a "flotation bag," designed for keeping the ship afloat in case a landing of the land planes is necessary on water.

The whole force is a unit from the aircraft squad from the battle fleet under command of Admiral H. V. Butler and is en route to Cleveland for the National Air Races as a representative detachment from the navy. It will be in Cleveland until the culmination of the races, whereupon it will probably fly back to the west coast by way of the Northern Transcontinental Route for Aircraft.

The squadron left San Diego at noon Monday, spent the night in Tucson and will land in Dallas this evening.

From USS Langley

The Sikorsky amphibians are advance ships, sometimes being in advance of the fighters a whole day. Lt. E. Chourre, of the USS Langley, is with the unit as one of the pilots of the advance amphibian and radio announcer at the races, a position he admirably discharged at Mines Field, Los Angeles, during the period of the International Air Exposition last year.

The planes are all equipped to land on the aircraft carriers, and have been on two cruises, to Hawaii and to Panama.

The rubber flotation bags of the small Boeings are made so that a high pressure charge of carbon dioxide gas is carried in a steel flask. The bags are carried in the upper wings of the scouts. These planes, flown by other pilots, took part in the exposition last year on the west coast.

Lunch on Field

All men had lunch on the field, Mrs. W. H. Sloan, Mrs. K. E. Ambrose and Mrs. A. S. Legg assisting Mrs. H. M. Becherer in making preparations for the men. Lt. Chourre, in charge of all preparations for the fleet, remarked to a staff writer of The Reporter-Telegram that this preparation for food for his men exceeded anything the naval squadron has found in its trips across country. He has found nothing but voluble praise for the way the ships were serviced by Becherer and his assistants, and the smoothness and size of the 240 acre field were highly praised by every flier.

(Continued on Page 6)

Naval Planes—

(Continued from Page 1)

The only thing to mar the day was the news posted by The Reporter-Telegram on the hangar, telling of the death of Marvel Crosson, personal friend to many of the men in the fleet.

Orders to take the air were given early after 1:30, contingent on completion of refueling.

MULE DRAGS HOUSTON

WORKMAN TO DEATH

NAVY FIGHTING SQUADRON NO. 1 LANDS AT THE KANSAS CITY AIRPORT.



NAVY FLIERS ASK SLEEP

BUT COMMANDER ORDERS START AT 7 THIS MORNING.

The Squadron Is on the Way to the Air Races at Cleveland—Enjoy Change From the Sea.

The navy likes its sleep. But it doesn't always get it.

Yesterday just after the navy air squadron, going to the national races at Cleveland, landed at the Kansas City Airport, Lieut. Com. Homer C. Wick, commanding the squadron, called for a vote by the flight officers as to the hour they preferred to take off this morning.

"All those who want to take off at 5 o'clock say 'aye,'" he said.

There was no response.

"Well, then, what about 6 o'clock?" he demanded.

No response.

"H'm, ahem! Perhaps 7 o'clock would please you."

There were two or three weak "ayes."

The commander's eyes gleamed as he surveyed the group.

"Eight o'clock is very early. I know," he said, "but possibly that hour would meet your approval."

About half the group said "aye."

"I really would like a unanimous vote on this question, gentlemen," Commander Wick pleaded. "I hope you can agree on 9 o'clock."

There was a chorus of agreement.

"Fine," Wick said. "We will leave this airport promptly at 7 o'clock."

Land flying is new to most of the officers with the squadron. The flight from San Diego to Cleveland is the longest inland flight made by any squadron of the navy since the war and the fliers are delighted with it.

Two twin-motored Sikorsky amphibian planes were the center of attraction for a crowd that started gathering at the Kansas City Airport late yesterday afternoon. The sea-going craft and fifteen Boeing navy pursuit planes comprise navy fighting squadron No. 1 which landed here yesterday on the way to Cleveland to participate in the national air races. The aerial flotilla will take off at 7 o'clock this morning for Belleville, Ill. Lieut. Com. Homer C. Wick, commander of the squadron is shown in the inset.

"Of course, I feel safer over water," Lieut. F. N. Kivette said. "If I had to make a forced landing and there was a lake or river in reach I would choose it in preference to land."

A former holder of the world's speed record for airplanes is with the squadron. He is Lieut. Harold J. Brow, who, in 1923, finished second in the Pulitzer races in St. Louis, and third the previous year at Detroit. He was a teammate of Lieut. Alford J. Williams in 1923 at Mitchel Field, L. I., when those two alternated in breaking the speed records.

The navy fliers will give an exhibition at Cleveland.

Lieut. Larry Roberts, Kansas City's only naval reserve flier, entertained the visiting pilots last night at the army air corp reserve headquarters at the Hotel President.

THE PLANES LEAVE DALLAS.

Fliers Part of the Navy Squadron Stopping Here.

(By the Associated Press.)

DALLAS, Aug. 21.—The Boeing pursuit plane of the navy squadron that spent last night in Dallas and was forced back because of motor trouble after taking off for St. Louis left here this afternoon. Two sister ships that turned back with the crippled plane accompanied it. The three planes, a part of a squadron on the way from the navy base at San Diego to Cleveland for the national air races, probably will spend tonight at Muskogee, Ok.

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BOUND FOR RACES REST AT AIRPORT

Two Amphibians in Group Pa at Municipal Field From U. S. S. Saratoga.

A group of seventeen navy planes, fifteen of which are Boeing fighters and two Sikorsky amphibian transport planes, landed at the municipal airport at 1 o'clock this afternoon on their way to Cleveland to attend the national air races.

The planes are a part of the 1st squadron attached to the U. S. S. Saratoga, an airplane carrier with the Pacific fleet.

Lieut. Commander H. C. Wick, in command of the planes, said they flew here from Dallas at a cruising speed of 100 miles an hour with a 30-mile an hour tail wind, he said.

The officers on the planes were taken to the Hotel President where they will be entertained by Kansas City Air corps reserve officers.

The planes will leave here at 7 o'clock tomorrow morning for Dayton, where they will spend tomorrow night.

In addition to Lieutenant Commander Wick, the following officers are with the planes:

Lieut. D. S. McMahon
Lieut. W. W. Harvey
Lieut. H. J. Brow
Lieut. E. C. Sutton
Lieut. L. E. Gehres
Lieut. C. Briggs
Lieut. C. K. Lankford
Lieut. J. S. McClure
Lieut. E. R. McLain
Lieut. F. O. O'Beirne
Lieut. F. N. Kevitt
Ensign F. S. Ralph
Ensign C. G. Ironmonger

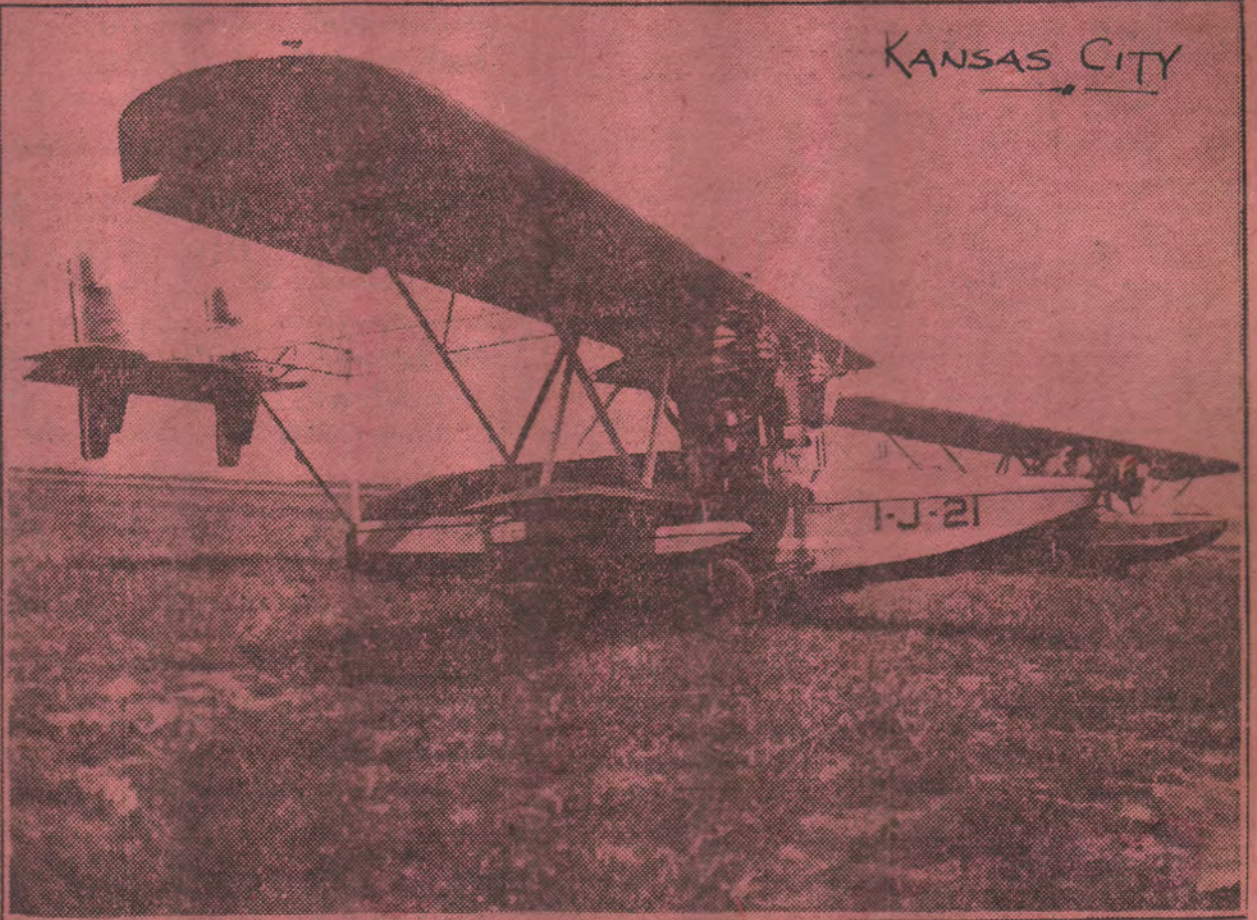
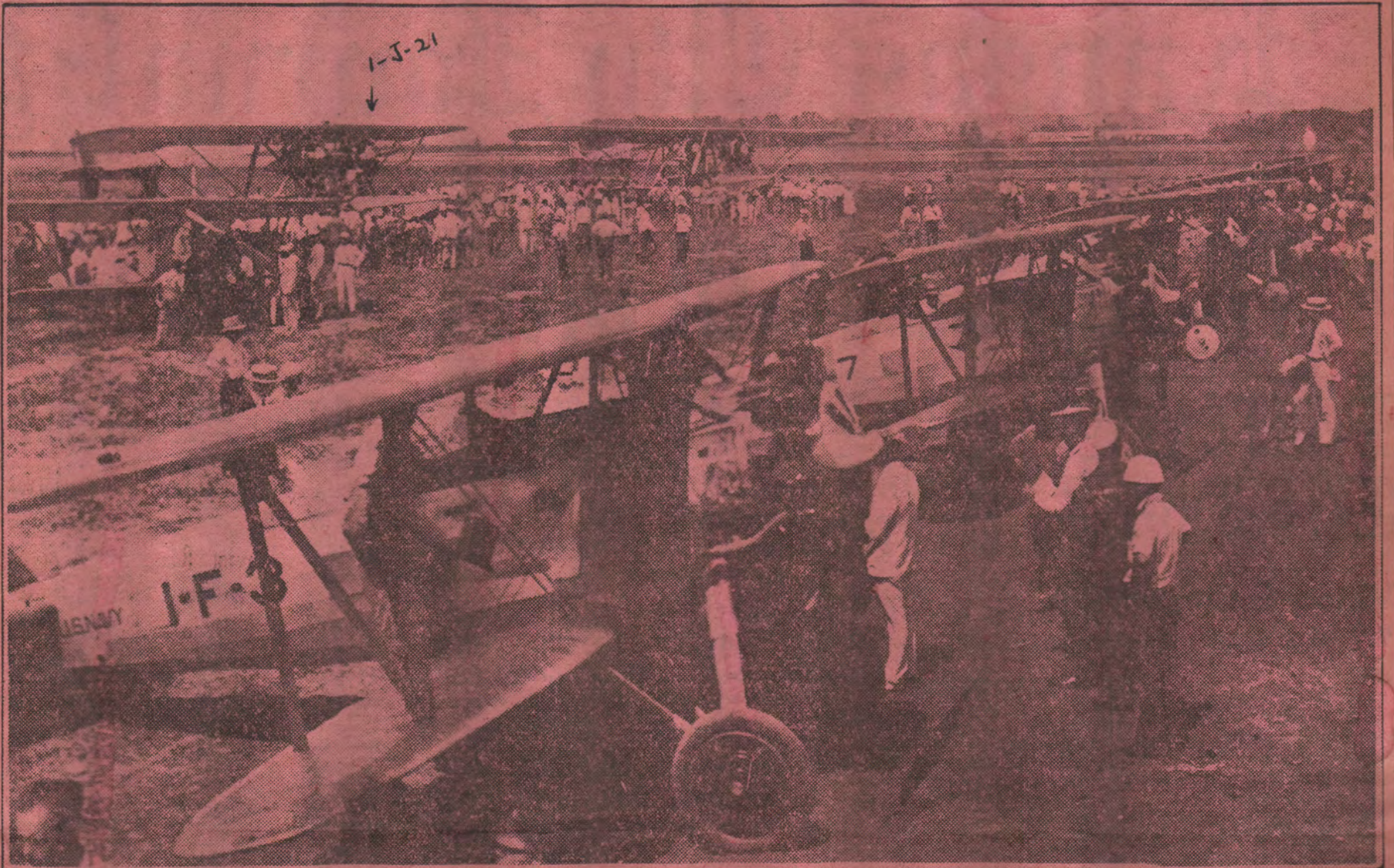
Twelve enlisted men also are in the personnel. They are being entertained at the Rasbach hotel. Three planes of the squadron, which were left in Dallas, will be through later.

NOW HE'S NO. 60,656

**Snook Sleeps Soundly in
'Death Row.'**

OHIO PENITENTIARY, COLUMBUS, August 21.—Convict No. 60,656, nee Dr. James Howard Snook, slept soundly his first night in "death row" today.

SEVENTEEN NAVY PLANES 'NEST' HERE ON WAY TO AIR RACES AT CLEVELAND



Visitors at the municipal airport this afternoon were greeted with the sight of seventeen navy planes resting in formation after a flight here from Dallas. The planes are on the way to

Cleveland for the national air races. The upper photo shows the Boeing fighters in the group lined up at one side of the airport. In the rear are two Sikorsky amphibian transport planes.

In the photo at the lower left are Lieut. Com. H. C. Wicks, at the left, and Lieu. Isaiah Davies, in command of army air activities in Kansas City. At the left is a rear view of one of the amphibians.

SIMPLE LANDING GETS STUNT HERO

Member of Navy 'High Hats' Out of Races After Lorain Spill.

(Continued From First Page)
height of about 500 feet. Lankford came within 20 feet of the ground at 75 miles an hour.

Like the others, as he prepared to land Lankford veered his plane's tail slightly to the left. But unlike the others he didn't straighten it out as he landed, spectators said. The plane struck rough ground.

The left wheel crumpled and the plane turned over sharply, its left wing hitting the ground. Then it rebounded to an upright position.

The landing gear was wrecked, the lower part of the left wing was crushed, and the end of the tail was almost cut off.

Glass Showers Down.

Lankford was thrown heavily against the front of the cockpit. The glass of the windshield was shattered and showered down over the pilot. Ground attendants lifted him from the plane and he was rushed to the hospital in an automobile.

A few minutes later, Rear Admiral W. A. Moffett, chief of the Navy's Bureau of Aeronautics, and David S. Ingalls, assistant secretary of the navy in charge of aeronautics, landed.

Moffett and Ingalls had flown from Cleveland yesterday morning to meet the navy aviators, joining the con-

tingent before it reached Port Mills.

Lieut. Lankford had been taken from the air field before Moffett and Ingalls had landed. They surveyed the wreckage of the plane, suggested repairs, and continued on to Cleveland with the other navy flyers.

The squadron took off from Port Mills for Cleveland Airport at 1 yesterday afternoon, and went through its afternoon of stunt flying here without mishap.

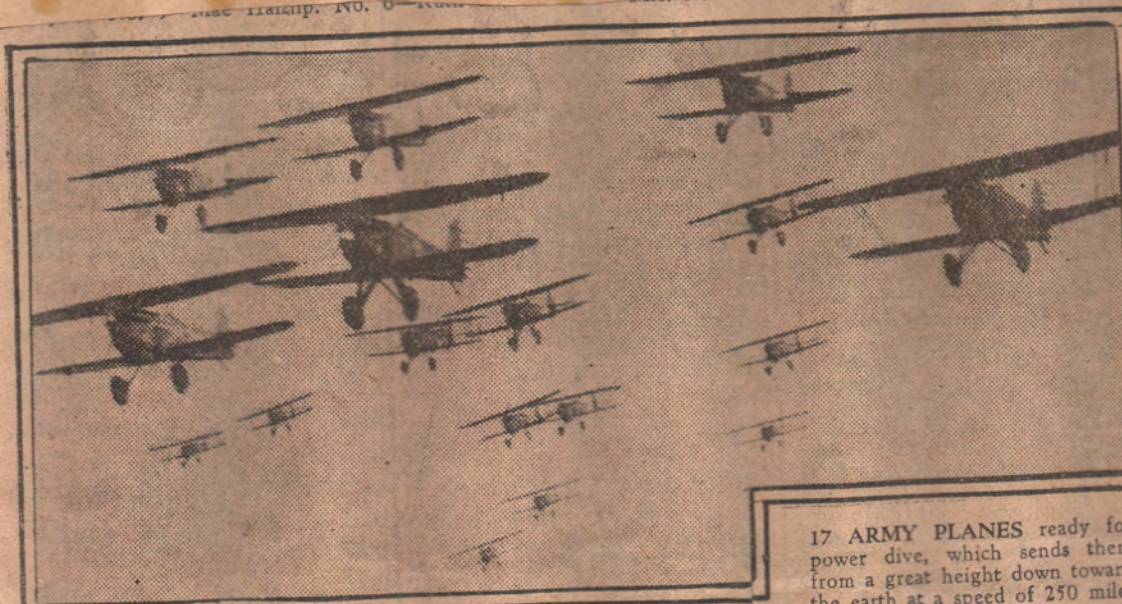
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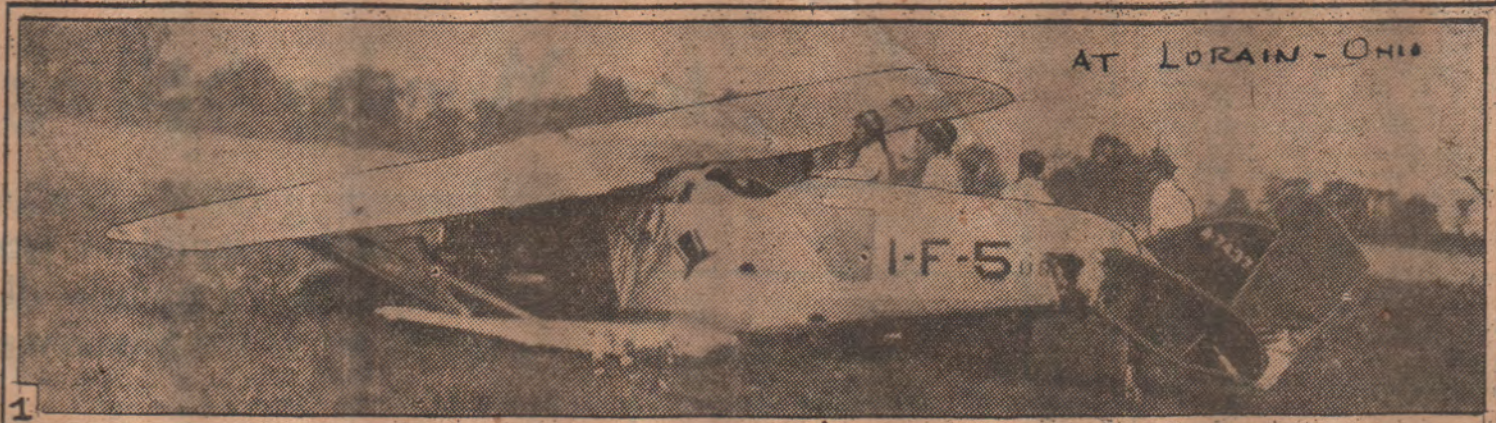
C



17 ARMY PLANES ready for power dive, which sends them from a great height down toward the earth at a speed of 250 miles an hour.

10,000 SEE AIR RA

As Navy Stunt Pilot Crashed on Way Here



AT LORAIN - OHIO



ADMIRAL
W.A.-
MOFFETT

SIMPLE LANDING GETS STUNT HERO

Member of Navy 'High Hats' Out of Races After Lorain Spill.

Lieut. Lankford's Jaw Fractured as Bumpy Field Jounces Plane.

On his way to Cleveland to thrill the crowds at the national air races Lieut. Clayton K. Lankford, one of the navy's daredevil pilots, cracked up while making a simple landing at Port Mills, Lorain's airport, yesterday morning.

Instead of coming to Cleveland with Squadron No. 1, the navy's champion combat organization, Lieut. Lankford was taken to St. Joseph's Hospital, Lorain, with a fractured jaw and cuts and bruises on the head.

Lankford had flown from San Diego, Cal., with the nine navy "High Hats," so-called because of their daring skill in flying, part of the contingent of eighteen pursuit planes and three Sikorsky amphibians sent to the races by the navy.

The planes appeared over Port Mills at 10 yesterday morning, circled the field several times and began to land one at a time.

Lieut. Lankford was the eighth to come to earth. The contingent had been flying over the airport at a

(Continued on Page 3, Column 6)

Lieut. Clayton K. Lankford, daredevil navy air pilot, crashed yesterday morning while landing at Port Mills, Lorain airport, with the navy contingent flying from San Diego, Cal., to the national air races.

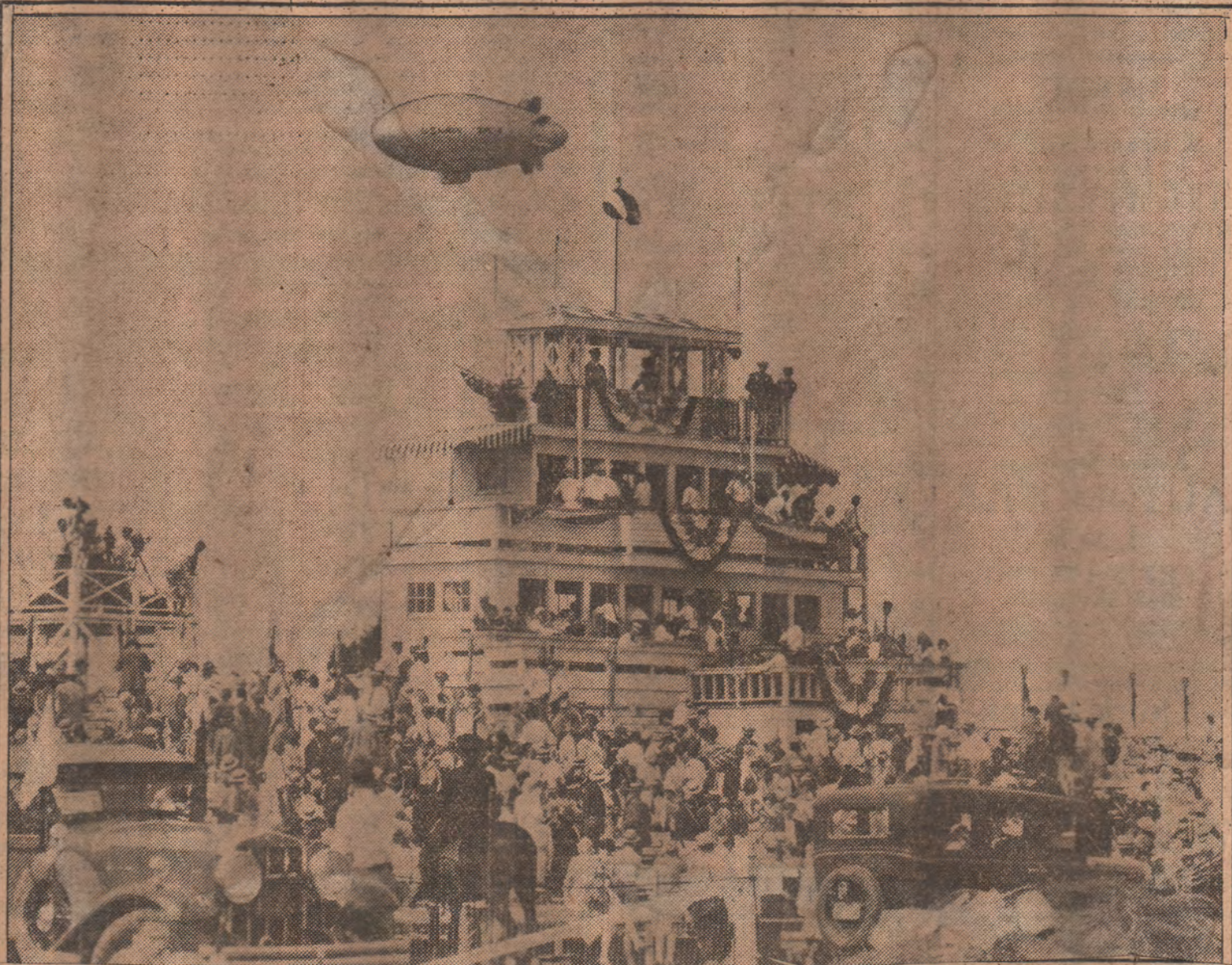
No. 1—Lieut. Lankford's wrecked plane. No. 2—Rear Admiral W. A. Moffett, chief of the Navy's Bureau of Aeronautics, who landed at Port Mills shortly after the crack-up. He had been flying with the navy contingent. No. 3—Lieut. Lankford.



THE CRACK ACROBATIC SQUADRON OF THE UNITED STATES NAVY: THE "AERIAL ARMADA," a Combat Organization From the U. S. S. Saratoga, Practicing a Flight Formation Joined by Three-quarter-Inch Ropes for Exhibition at the National Air Races at Cleveland. (Times Wide World Photos.)

SEE LEFT PAGE

Thousands Are Thrilled at Opening of N



AIR JUDGES GET SALUTE. The all-metal dirigible, ZMC-2, on its return to its hanger at Detroit, zoomed up over the bleachers, dipped and stepped on the gas over the judges' tower stand. The ZMC-2 is the first all-metal dirigible to be successfully built and flown in this country.

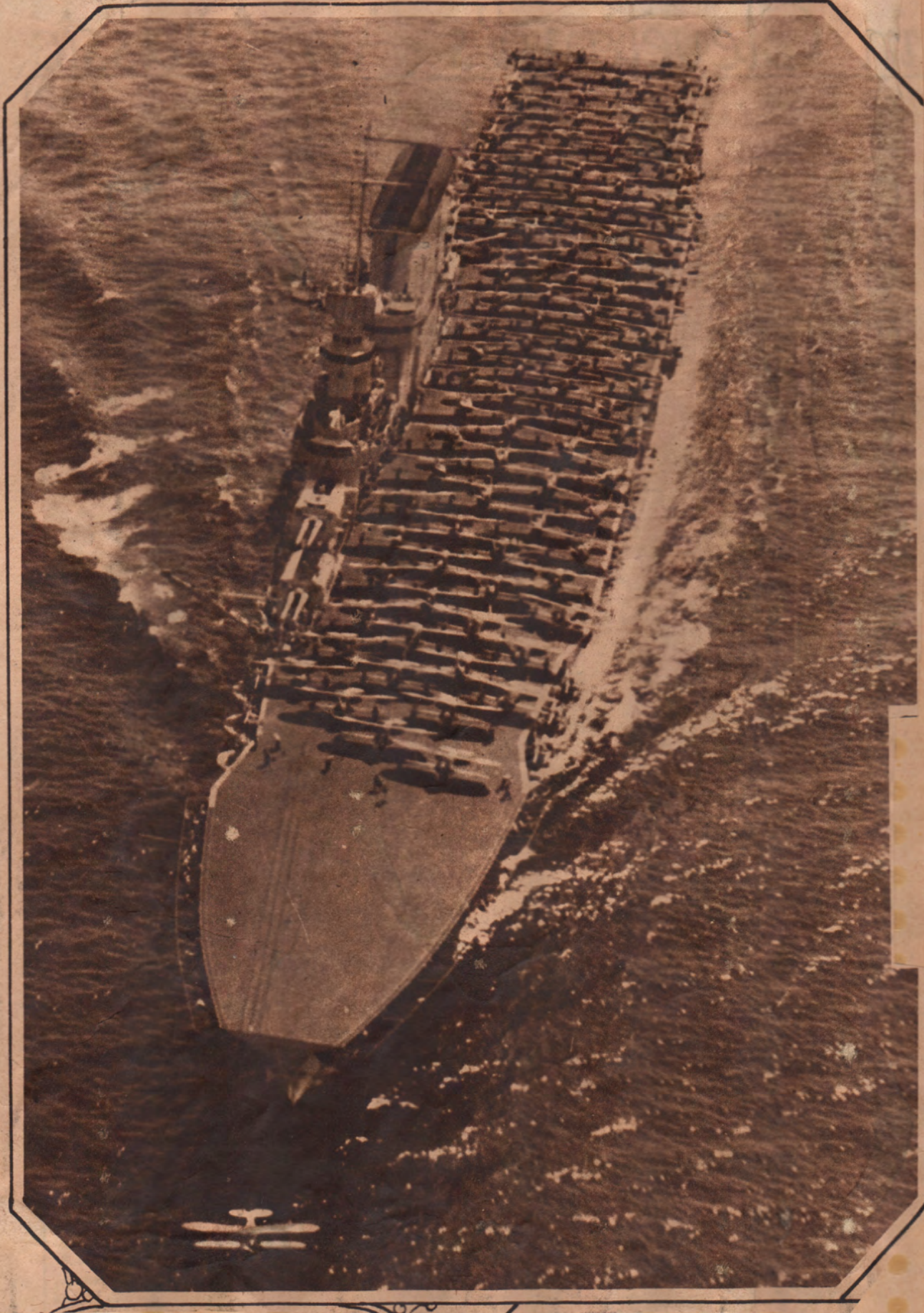


MAKING THE CURVES EXACTLY ON TIME. An army plane shot in a flash up over the grand stand. She zoomed out to the pylon and curved on perpendicular wings.

PROUD FORMATIONS BY THE ARMY AND THE NAVY. The loudest cheers yesterday were for the army and navy planes. They started their work off with the large "A" using more than a score of planes. The navy also put over its flying "mountain peaks."

Sunday, August 25, 1929

THE



UNCLE SAM'S FLOATING AIRPORT

These planes look like a swarm of insects and we might imagine this a bird's-eye view of a cross-section of a beehive, but it's the U.S.S. Saratoga with its load of fighting and bombing airplanes. The fighter which is shown in the air has just "taken off," after a short run, and is about to be followed by another of the 80 planes on board. © Int.



DAVID S. INGALLS, ASS'T SEC'Y OF NAVY FOR AERONAUTICS BEFORE TAKING OFF TO GREET NAVY FLYERS (INSET) REAR ADMIRAL WILLIAM A. MOFFETT



ERIK NELSON and REAR ADMIRAL WILLIAM A. MOFFETT

COMMANDER OF NAVY STUNTERS PROUD OF BOYS

Wick, Ex-Cleveland, Loud in Praise of Ingalls and Admiral Moffett.

DESCRIBES DARING FEATS

Most Perilous Work Flyers Do Is Combat Maneuvering at High Altitude.

By Laird Landis.

Cleveland is extending the hand of welcome these days to Lieut. Com. Homer C. Wick, U. S. N., a hometown boy who has made good in a big way.

Commander Wick, air race fans will be especially interested to know, is the brains beneath the "Nine High Hats," those intrepid naval flyers whose maneuvers in the sky have been the talk of the races.

Inarticulate on the subject of his own air prowess, Commander Wick Wednesday lauded the performances of his proteges, and paid particular tribute to the active interest of David S. Ingalls, assistant secretary of the navy for aeronautics and a fellow Clevelander, and Rear Admiral W. A. Moffett.

Strong for Bosses.

"They both have been so fine to us, and have helped us out immensely," Wick said. "We are all of us very enthusiastic about our bosses."

Wick's local nativity dates from the time his great-great-grandfather crossed the Alleghenies to become the first Presbyterian minister in the Western Reserve.

His father, Joseph R. Wick, was born and reared in Ashland, O., but the family moved to Cleveland in 1910, while Homer was at Annapolis naval academy.

Mrs. Alice E. Wick, his mother, now lives at 2110 Cornell rd. A brother, Donald C. Wick, is associated with the law firm of Baker, Hostetler & Sidlo.

1,100 Hours in Air.

Commander Wick has hung up 1,100 hours in the air during his eight and one-half years in the air service, most of which, however, has been in executive work.

The past year he has commanded fighting squadron No. 1, premier aircraft squadron of the country's battlefleet, stationed at Coronado beach, San Diego, Cal. The three preceding years he was commandant of the naval air station at Anacotia, Washington, D. C.

"The riskiest work my pilots do," the commander declared, "is combat maneuvering at high altitude. That's hard on engine, plane and

pilot. They are required to engage in gunnery practice at 18,000 to 20,000 feet, where the atmosphere is so thin the men must use oxygen tubes.

Plan Brake Equipment.

"Each of the Boeing fighter biplanes used by the 'High Hats' carries two machine guns synchronized to fire through the propeller blades. They can be quickly equipped with bomb racks to carry an exceedingly dangerous load of fragmentation bombs."

All navy planes, Commander Wick said, soon will be equipped with landing wheel brakes, lack of which has been found to be a considerable handicap. The navy's air-cooled engines, he said, will land planes more slowly than the water-cooled engines.

"My boys are going up now," the commander announced. "You might stick around and pick up some comment on their tactics."

Which was a happy suggestion avidly accepted.

"They're going up now," someone said as the 18 maroon and silver birds followed wing-to-tail skyward in a V of V's. Now a power dive whisking the ground in front of the grandstand.

300-Miles-Per-Hour Dive.

"They've turned. Coming back in nine-plane V's, flying 15 feet pilot to pilot. Wheels of wing planes level with upper wing of the leader. Opening up, now, to 100-foot-distant V of V's. That was a 90-degree crossover turn, and that a 180-degree reversal—both sharp angles used in fighting maneuvers.

"Here they come in a three-way split dive—the standard attack from three directions at 300 miles an hour to frustrate antiaircraft gunfire. Those crossover turns and close formations are for drill and air discipline.

"Open formation is for cruising in enemy territory, and for attack. Reversements suddenly executed effectively throw off an enemy dive and then the fight begins."

The above snatches of conversations by pilots watching Commander Wick's "High Hats" from the ground, give but a casual conception of the aerial contortions of these stellar skymen. Wick's eyes were aglow.

"I'm sorry I couldn't bring Mrs. Wick and the two boys with me from San Diego," he said. "They've seen my boys in action dozens of times, and each time they seem to enjoy it better. I'm glad my friends in Cleveland appreciate them, too."

HIGH HATS PLAN COLUMBUS HOP

Ingalls to Lead Crack Aerial Squadron.

MUNICIPAL AIRPORT, Cleveland, O., Aug. 28.—Led by David S. Ingalls, assistant secretary of the navy in charge of aeronautics, the "Nine High Hats," crack naval air squadron, will leave here at 9:30 Thursday morning to participate in the governor's day celebration at Columbus. They will return later in the day.

Despite the fact that Thursday is their usual rest day, the "High Hats," through their leader, Lieut. Commander Homer C. Wick, U. S. N., unanimously sought leave to accompany Ingalls, for whose sympathetic aid they feel a deep gratitude.

The naval flyers, after lunching at the capital airport, will demonstrate for the Governor's day throngs many of the difficult and spectacular maneuvers in the air that have been one of the outstanding thrills of the national air races.

It is rumored that Ingalls himself will lead the squadron through a portion of the maneuvers, which include some of the more difficult aerial operations.

Behind Secretary Ingalls will be Commander Wick, Lieut. Commander Frank D. Wagner and the nine lofty lidders who flew all the way from the United States airplane carrier Saratoga at San Diego, Cal.,

to display their wares for the approval of the air race audiences.

Ingalls, according to his aide, Lieut. Commander R. P. Moiten, probably will fly his regulation Vought-Corsair biplane, in which he makes his numerous official hops about the country.

LINDBERGH STUNTS WITH NAVY PILOTS

Two Aviators Crash to Death While Speeding Here; Girl Parachute Jumper Injured

Today's developments at the National Air Races:
 Two killed, one injured in Philadelphia-Cleveland derby.
 Graf Zeppelin speeding eastward over New Mexico to arrive tomorrow morning, if weather permits.
 Miami derbyists arrive; Oakland flyers en route from Omaha to Springfield, Ill.; Philadelphia derby passes Albany; Portland derbyists arrive.
 Boeing Hornet plane leaves Oakland on refueling endurance flight to cross country six times and end in Cleveland.
 Col. Charles A. Lindbergh flies in formation with navy pilots as "added attraction" at airport.

By NORMAN SIEGEL

The mourning two flyers killed en route to the National Air Races, and the imminent death of the wife of the pilot, notables of the aviation world and 10,000 spectators this afternoon were treated to a program of thrills, which included:

TWENTY minutes of stunt flying by Col. Charles A. Lindbergh in a navy plane and accompanied by naval flyers.

DEFINITE announcement at the airport that the Graf Zeppelin will pass over Cleveland tomorrow, probably between noon and 1 p. m. and that the U. S. navy dirigible Los Angeles will be here at 3:15 p. m. The Los Angeles left Lakehurst at 5:40 p. m. today. The avoid a storm it will fly about the east until midnight and then head for Cleveland.

Skill Truly Appreciated.

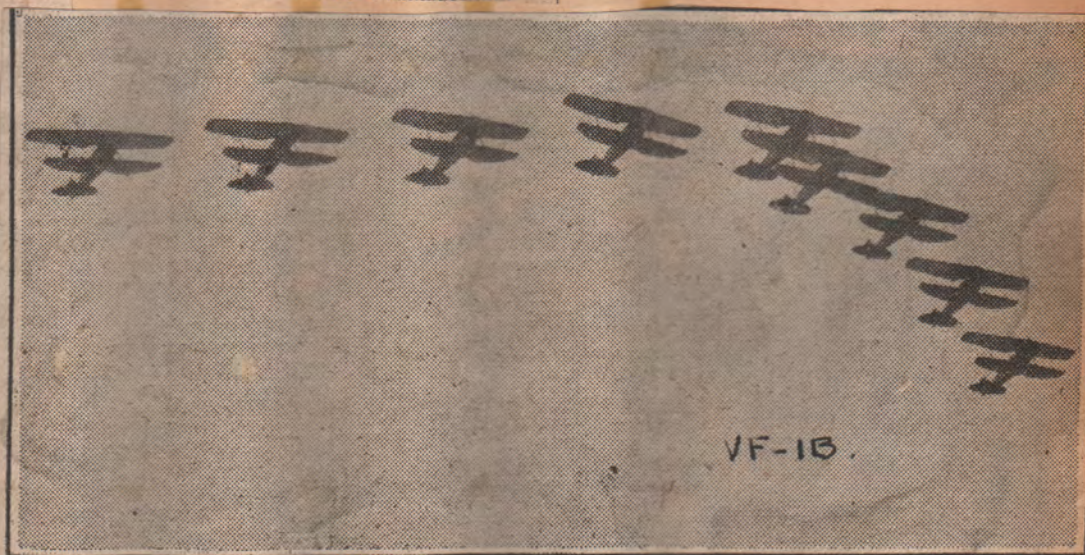
An intelligent crowd it was, too, Sunday. Intermingled with the expression of wonder, the "ohs" and "ahs" when a stunt of particular dare-deviltry was staged there were to be found the expressions of true appreciation of the skill with which maneuvers were executed.

The carefully executed formation received applause as much as the purely risky stunt, fraught, on the face of it, with far more danger to plane and pilot.

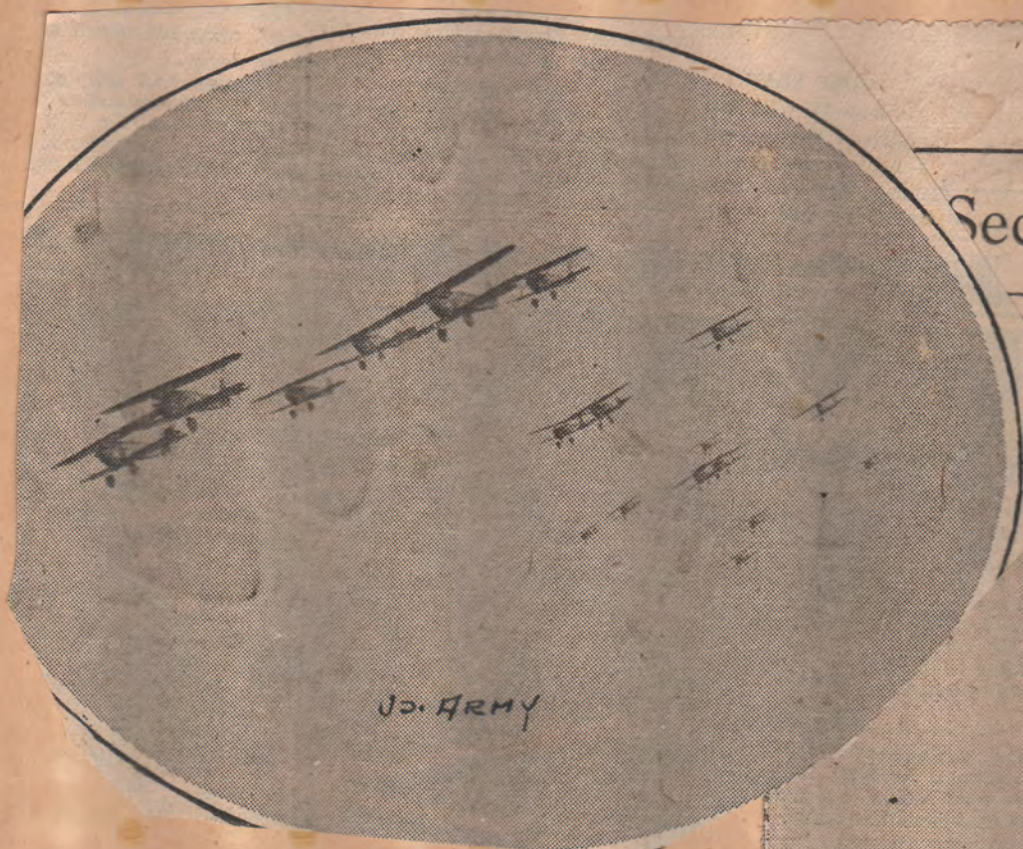
The stern-faced lieutenant commander of the air forces who sat in his private box and who commended a flyer for his work was no more appreciative of it all than many of the thousands who sat in the grand stand or the bleachers.

All sections of the United States seemed to send their quotas of air-minded citizens to the races. There were automobile license tags from Texas and New York; airplanes from Los Angeles and Boston; one man wore the lapel button of a business club of Cape Cod, Mass.

—The Boston Cosmopolitan.



VF-13.

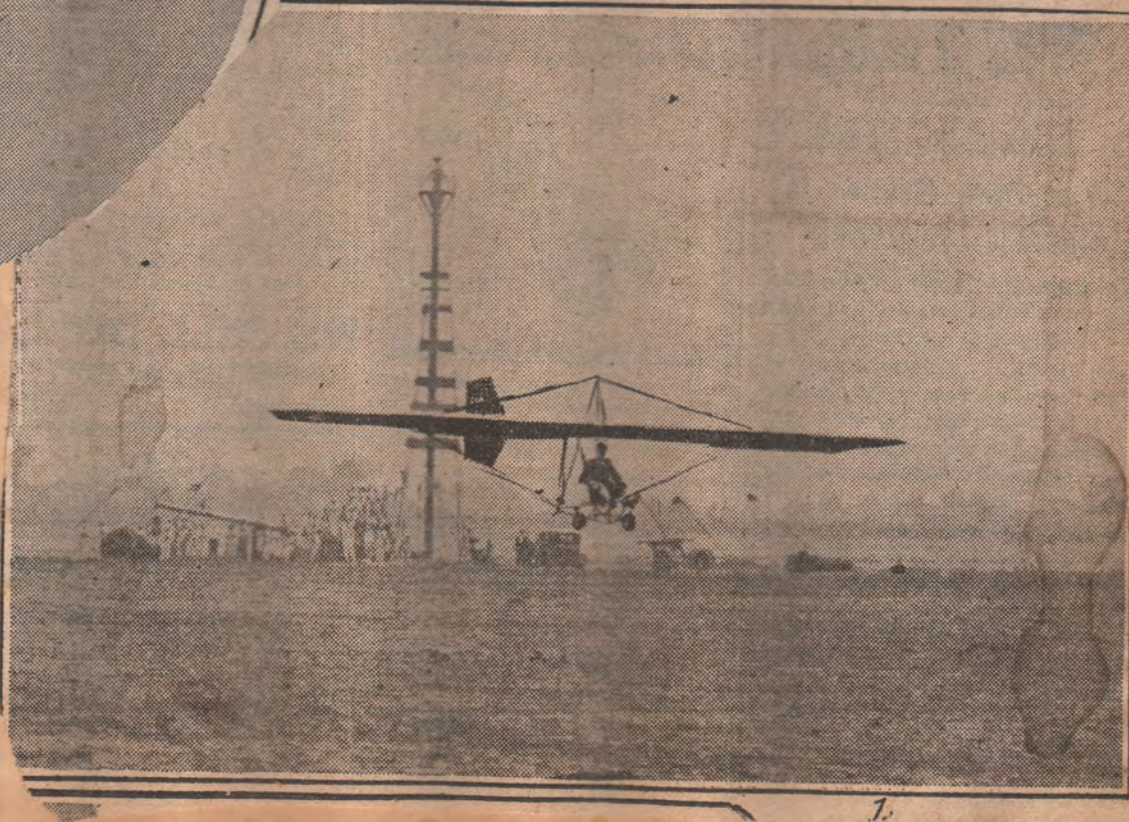


U.S. ARMY

Second Section

The

gliders Go Thru Mane



Takeoff in wind
Dive down "
(Chimby turn)

Dive turn - downwind
(Chimby turn)

Leads over - Downwind

Break up - left wing

COL. LINDBERGH'S
LIST OF
MANEUVERS - WITH
VF-1B
SECTION OF THREE

LINDY STUNTS

FOR RACE CROWD

FLIES UPSIDE DOWN AS THOUSANDS ROAR

Crowd Watches in Awe as Colonel Dives, Dips and Loops With "High Hats."

BULLETINS

MUNICIPAL AIRPORT, Aug. 22.—One of the most thrilling events of the afternoon was the parachute jump from the Fairchild cabin plane—"The Cleveland News"—by Miss Niorma Stevens from a height of 2,500 feet.

Prior to taking off, "The Cleveland News" taxied up in front of the grandstand and Miss Stevens stepped from the plane. She received a tremendous ovation from the crowd and waved gayly. The official announcer—through the field amplifying device—said that Miss Stevens was one of the most famous 'chute jumpers in the nation.

The jump was her fifty-seventh. "The Cleveland News" taxied down to the south end of the field and with a swirl of dust and roar of motor swept away from the ground. It soared around the airport for a few minutes gaining altitude.

Miss Stevens, however, suffered slight injuries in making her jump. While for the first 2,000 feet or so, it appeared that she would make a perfect landing, in the last 300 to 400 feet of her drop the struts on one side of her chute apparently became caught.

She landed in Grayton rd., behind the grandstand, and fell to the pavement. She was taken to Berea Community hospital by J. Harry Killius, head of the service department of the Cleveland Automobile club, where it was reported she had sprained an ankle. The injury was pronounced slight.

NAVAL AIR STATION, Lakehurst, N. J., Aug. 27.—(By A. P.)—The navy dirigible Los Angeles took off from its home port here at 4:30 p. m. (E. S. T.) for Cleveland to attend the national air races. The ship was in command of Lieut. Commander Herbert V. Wiley.

BY DON K. RENNELS

MUNICIPAL AIRPORT, Aug. 27.—Col. Charles A. Lindbergh took the center of the stage at the air races late today and went through a series of breath-taking stunts that brought plaudits from the vast throng.

The famous airman took off in a navy pursuit plane, and two navy pilots, Lieut. F. N. Kivette and Lieut. Frank O'Beirne followed in close triangular formation in similar ships.

DIVE BEFORE STANDS

The trio roared across the sky and into a deep dive directly in front of the stands. With the flying colonel leading, the three ships came within 50 feet of the ground before they turned the noses of their planes up. They returned in a low circling dive, which brought a tremendous cheer from the crowd.

Lindbergh was apparently more than merely feeling out the controls.

During the entire maneuvers the three pilots maintained a perfect V. All other activity was suspended while they put on their show.

Back they came again. Lindbergh jointed the ship over and flew upside down, still leading a perfect triangle. Lindbergh and the two "High Hats," after the leader had resumed an upright position, swooped again and again over the stands.

Then they swung into a sharp figure eight.

Their precision was perfect, as they came back again in a wide low circle. Hardly 30 feet separated the tail of Lindbergh's plane from the others wing tips.

The stunting came at the close of an afternoon replete with thrills and excitement. Women flyers had put on a 50-mile race, while contestants in both the Portland and Miami derbies brought their planes to the finishing line.

Lindbergh and his companions had crowd in an uproar of plaudits.

The plane triangle climbed to 4,000 feet, apparently preparing for a dive. And what a dive it was. Lindbergh roared down to 50 feet, shot sharply up, and did a loop, while the other two ships banked sharply in a "breakaway."

Back came the Colonel for an extra whirl. He swung into two sharp barrel rolls in front of the stands, turned, came back, and dplayfully did another.

The stunt flyers seemed to have gotten into the barrel roll habit. One followed another quickly.

As a last touch Lindbergh came back to the field, looped sharply at 600 feet and then wing-slipped to a perfect landing. The show was over.

Mrs. Lindbergh was an interested spectator while her husband and the two members of the "Nine High Hats" staged their spectacular performance.

The flying colonel's bride was not in the grandstand but she viewed the feats of her husband from the automobile of Cliff Henderson, managing director of the show.

Just a "Daily Dozen."

It's one of our daily dozen at San Diego," said Lieutenant Kivette, in discussing the flight later. "Colonel Lindbergh is one of the most considerate flight leads I have flown behind. He never does anything without giving his signal."

Lieutenant O'Beirne occurred. The 50-mile race for women was won by Mrs. Keith Miller of Australia. Her time was 30 minutes and 32 seconds.

Lady Mary Heath was second, completing the course in 31 minutes and 11 seconds.

Mrs. Blanche Wilcox Noyes, Cleveland aviatrix, placed third.

Miss Phoebe Omlie came in first, but was disqualified for fouling, as was Amelia Earhart, the fifth contestant in the race. The foul was understood to be failure to pass around the pylons marking the race course.

As the women completed their dash, the first of the derby flyers

swept into port.

George F. Halsey, Kansas City speed flyer, although he landed second, is believed to have won the Miami-to-Cleveland derby.

The Portland-Oregon derby was won by Ted Wells of Wichita, who maintained his lead over the seven other contestants, according to unofficial announcements. He landed first, nosing out Charles (Speed) Holman of Minneapolis after a nip and tuck battle.

While the races were in progress, it was announced officially that the Graf Zeppelin would sail over the airport tomorrow afternoon between 1 and 2 p. m. on its trip around the world. Commander Eckener agreed to give the spectators a glimpse of the famous dirigible when he learned of the thousands who were attending the meet.

The Graf may meet her sister ship—the U. S. navy's Los Angeles—which is scheduled to moor at the airport some time tomorrow afternoon.

That the women's race attracted the attention of the crowds was indicated by the manner in which the spectators perched on the edges of their chairs as the daring flyers turned their ships into vertical positions and swung around the pylon nearest the grandstand.

Each of the five women contestants had her own group of rooters. As Miss Omlie swept past the grandstand cheers broke forth from the crowds.

And the same with the remainder of the entrants. "Come on, Earhart!" "Come on, Noyes!" Miss Omlie, the winner of the light plane class of the women's derby from Santa Monica to Cleveland, seemed to be a favorite.

Omlie on the sixth lap seemed a sure winner. It was announced from the judges' stand that Omlie was making better than 120 miles an hour when she rounded the pylon at the end of the fifth lap.

During the latter part of the women's dash against time, spectators experienced great difficulty in keeping track of their favorites, because of great clouds of dust sent up by the navy squadron of stunt flyers who were lining up their planes in front of the grandstands for some formation flying.

Although the women started the race at somewhat higher altitudes than men racing pilots use in the first two laps they were down as low as the rest, about 60 feet from the ground.

Their technique on the turns varied from excellent to not so good.

Continued on 2d Page, 1st Column



WHEN "LINDY" BECAME A "HIGH HAT" (left to right) LIEUT. FRANK O'BEIRNE, COL. LINDBERGH and F. N. KIVETTE, JUST BEFORE TOOK TO THE AIR

Even Daring Navy Flyers Thrilled by Lindy's Stunting

HOW would you like to play "follow the leader" through the skies with Colonel Charles A. Lindbergh? Two flyers did it Tuesday at Cleveland airport. Flying in V formation they trailed Col. Lindbergh and performed some of the stunts of the transatlantic flyer.

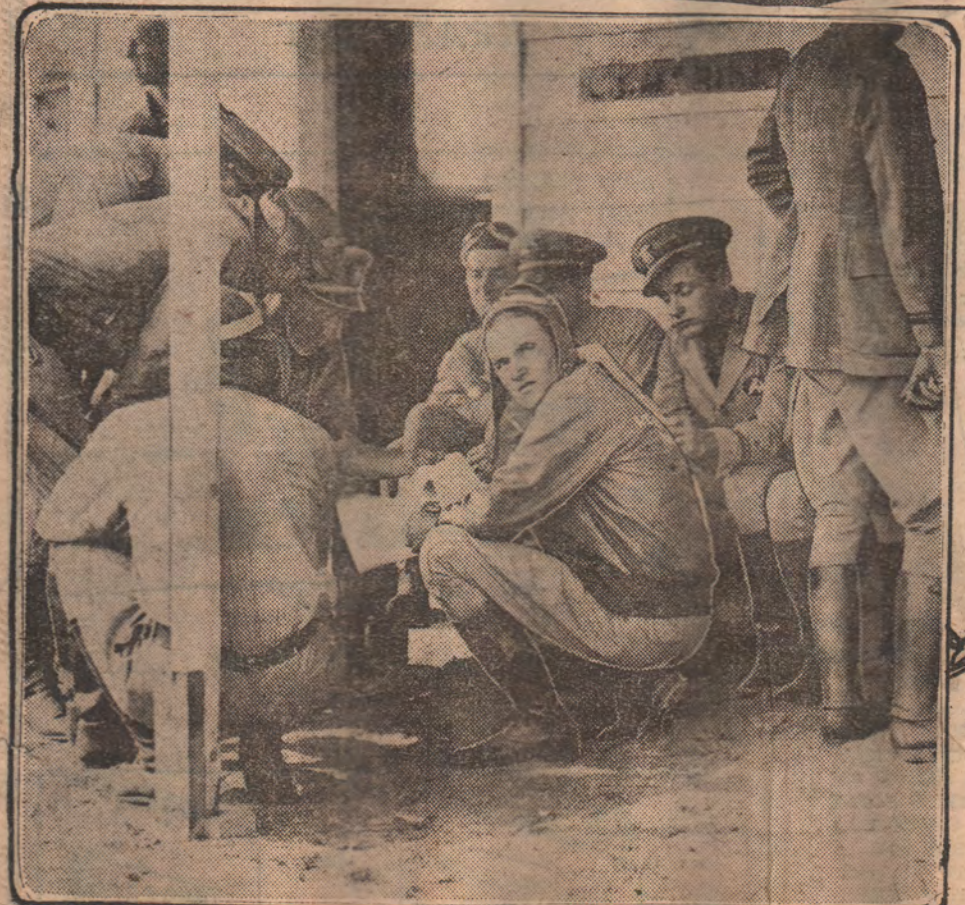
They were Lieutenant F. N. Kivette, 26, and Lieutenant Frank O'Beirne, 25. Like Lindbergh, they are young in years but old in riding the skies. And they enjoyed it.

"Those stunts we did are all part of the daily dozen of the fighting pursuit ships at San Diego. But the colonel gave us a thrill. And I've never flown behind a better leader than Lindbergh," Lieutenant Kivette said.

And Lieutenant O'Beirne was mighty proud of it all. "I'll never forget flying with Lindbergh," he said.



LIEUT. COMM. HOMER C. WICK OF "NINE HIGH HATS"



UNCLE SAM'S BOYS GO INTO A HUDDLE BEFORE TAKING TO THE AIR

Col. Lindbergh and Navy Flyers Will Stunt Again

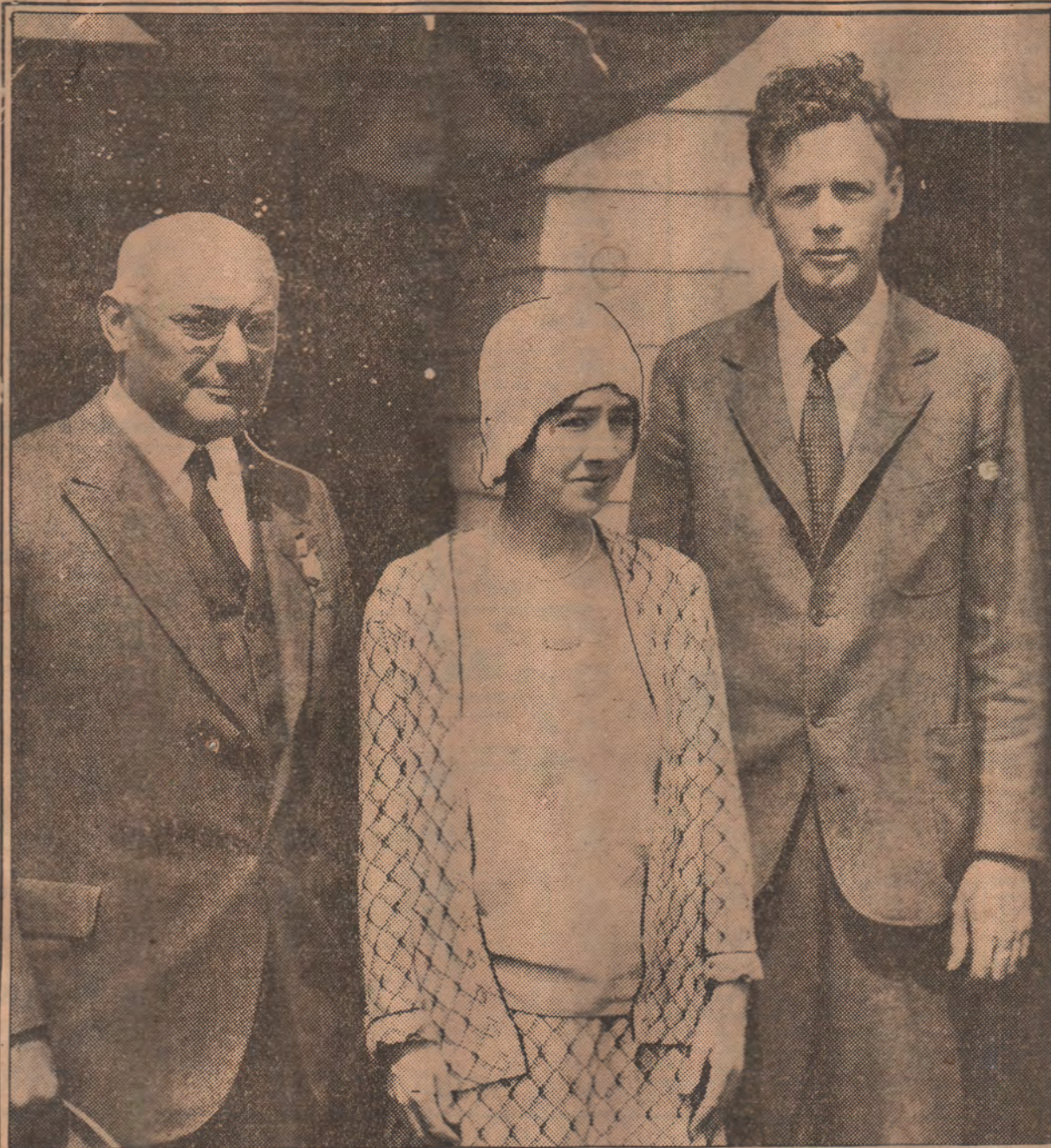
Colonel Charles A. Lindbergh and his navy escorts are to repeat their formation stunt flying, which held crowds breathless at the national air races Tuesday.

With Lindbergh leading the section of three navy planes and Lieutenant (j. g.) F. N. Kivette and Lieutenant (j. g.) Frank O'Beirne flanking him, the trio will go aloft again Wednesday afternoon and go through another program of exciting aerial maneuvers.

The lieutenants were enthusiastic Wednesday over the way Lindbergh, himself an army colonel, fitted into the navy stunt flying.

"I've never flown behind a better leader than Lindbergh," Lieutenant Kivette declared.

As Col. and Mrs. Lindbergh Arrived for National Air Races



... was not so far wrong when he ... sending his boys

Women's Derby

HEAVY PLANES.	
Name.	Total elapsed time.
Eden, Pittsburgh.	20:19:02.0
Annell, Long	21:21:41.2
Boston	22:12:42.5
Cleveland	24:33:58.0
Los Angeles	28:17:22.0
Neck	29:29:29.0
...	33:12:03.0
...	33:12:03.2
CLASS.	
...	12:47.5
...	12:30.0
...	14.6

FLYING COLONEL GETS HIS PRIVACY

Crowd Lets Lindbergh Walk Unmolested at Air Races.

(Continued From First Page)

Photograph at left shows (left to right) L. W. Greve, president of the national air races; Mrs. Ann Morrow Lindbergh and Col. Charles A. Lindbergh, snapped

as the Lindbergh's arrived at Cleveland Airport. At the right Col. Lindbergh is shown whirling propeller for Mrs. Lindbergh, who took a solo flight.

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... is one thing, racing is an

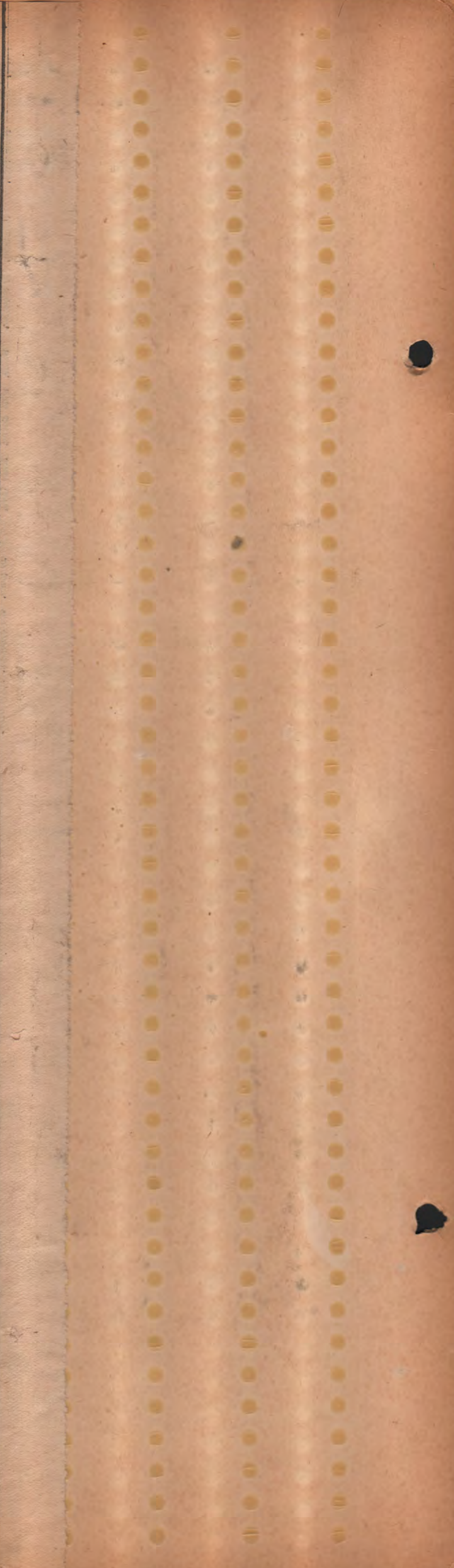
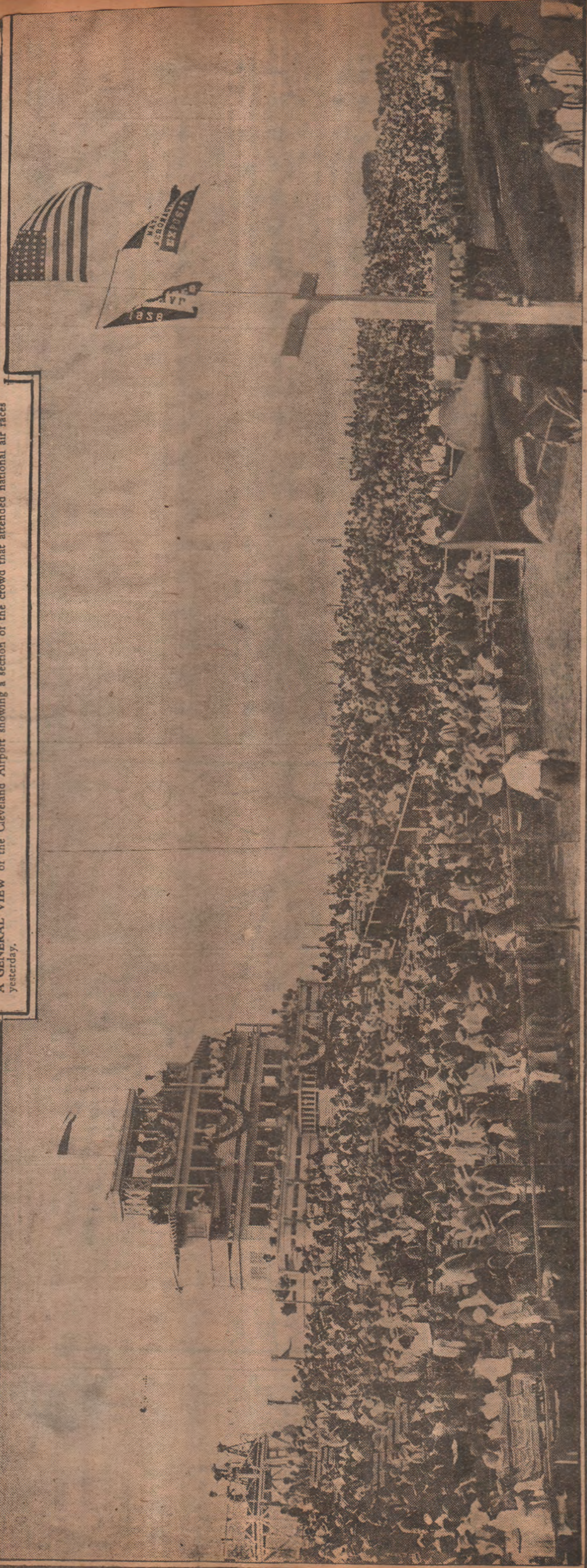
TUESDAY, AUGUST 27, 1929

Air Race Spectators Thrill

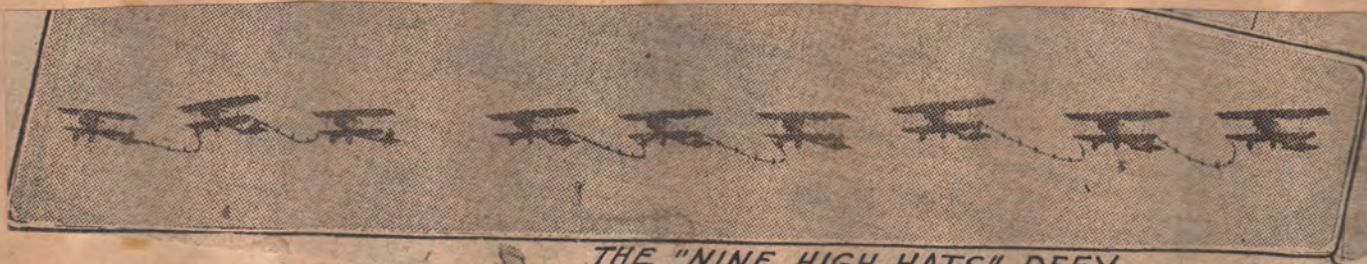
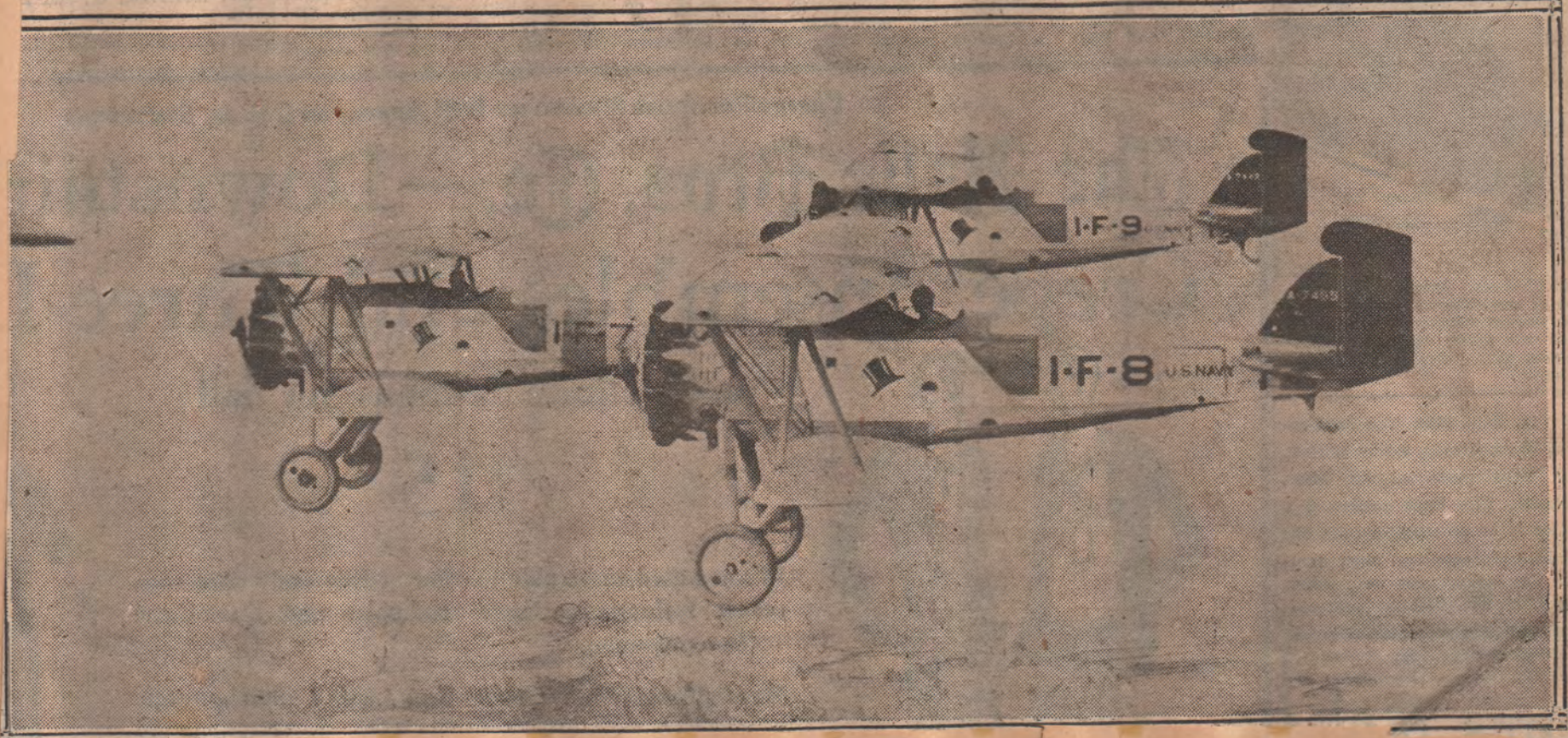
CLEVELAND PLAIN DEALER

to Civilian Flyer's "Outside Loop"

A GENERAL VIEW of the Cleveland Airport showing a section of the crowd that attended national air races yesterday.



COL. LINDBERGH AND WIFE ENJOY AIR RACES



THE "NINE HIGH HATS" DEFEY DEATH—FLY WITH WINGTIPS TIED



HIGH HATTER MEETS "LOST" SISTER HERE

Lieut. Gehres Visits With Her First Time in 10 Years

Lieut. L. E. Gehres, member of the High Hat squadron of the U. S. S. Saratoga, whose plane Col. Charles A. Lindbergh flew in the Air Races yesterday, met his sister here for the first time in 10 years. Lieut. Gehres has been stationed on the Pacific coast and his sister and mother have been living in New England.

When he arrived in Cleveland for the maneuvers he was surprised by his sister, Mrs. John Seaman of Fairhaven, Mass., who flew to the races to see her brother. Lieut. Gehres expects to fly to Fairhaven at the end of the week to visit his mother. Today he is entertaining Ohio State Fair crowds at Columbus with eight other High Hat flyers.



NO ORDINARY PILOTS are the Nine High Hats, whose specialty is to tie the wings of their planes with 35-foot lengths of rope, take off, fly difficult formations and land without breaking the ropes.



ARMY WATCHES NAVY'S TRICKS. The army's crack pilots in the front yard of their headquarters at the airport kept steady eyes on the navy ships doing their power dives and "back-slides" over their heads.

43 Planes in Sky War Thrill 20,000 at Races

BY JAMES D. HARTSHORNE.

Breaking the shell of his reserve with a crack that resolved itself into the mighty roar of a 425-horse power airplane motor, Col. Charles A. Lindbergh, with the aid of two navy flyers, staged his annual air show for more than 20,000 spectators at the national air races.

What a show! And how they liked it!

And what a supporting cast of the country's aces staged the swiftly moving drama of aviation in which he starred and helped to make yesterday afternoon the greatest by far of the first three days of the 1929 national air races.

Forty-three war planes of the United States Army Air Corps in battle maneuvers at one time; air Derby racers from Oregon and Florida roaring in rapid succession across the finish line; an exciting 50-mile race by the elite of America's pilots; a near-tragic parachute leap by the first woman to attempt this

dangerous feat here; breath-taking exhibitions by fearless glider pilots; racing by the smallest planes ever seen at Cleveland Airport; a marvelous performance by a new "mystery ship," and stately maneuvering by three Goodyear blimps—all this kept the spectators at the edge of their chairs or on their feet during the entire afternoon's program, which ran over the allotted time because it was so crowded.

Lindbergh's flying as the leader of a section V brought rounds of applause from his audience, but his great grand stand landing, timed to the split second and accomplished as perfectly as his flight to Paris took the thousands by storm.

Loops, Slips and Lands.

At a dangerously low altitude, he headed his trim Boeing fighting plane into a beautiful loop—hung a fleeting moment at the top, then swooped to earth, side slipping violently as he sped across the front of the stands

(Continued on Page 4, Column 5)

what fine pieces of fighting machinery its military aerial units are.

The afternoon's racing opened with a 50-mile closed course race for women pilots.

Five planes lined up for the starter's flag. All of the pilots except Lady Heath were participants in the Women's Derby. Mrs. Keith Miller took off first in a blue Fleet biplane, followed by Mrs. Phoebe Omile in her gay Monocoupe and Miss Amelia Earhart, Lady Heath and Mrs. Blanche Wilcox Noyes in yellow and black Great Lakes Trainers.

Nearly Rams Plane.

Lady Heath's greater experience showed plainly in the neat manner in which she banked her ship about the pylons. Once Miss Earhart, pursuing her wide curves around the home pylon, nearly rammed Mrs. Miller's plane and, because that was a violation of the rules of distance between ships, she was disqualified.

Mrs. Miller was declared winner of the race and first prize of \$500.

So intent were the women flyers that some went extra laps before they saw the red flag waving frantically in the hands of Herbert Reitz on the ground.

As they were finishing the High Hat squadron of navy planes lined up in front of the stands and took off for another of their fine exhibitions of tactical maneuvering, ending with their famous three-way attack.

The field was very dry after three days of sunshine and clouds of dust rose in their wake and mounted to the sky. Fortunately the wind was not toward the stands.

As the navy men took off, the first planes of the Miami-Miami Beach Derby began to arrive, flying in low above the starters, and in the confusion of ships it looked for a moment as if collisions were inevitable, but mutual care on the part of everybody cleared the sky without incident.

While a shapely Fokker amphibian plane with its motor mounted atop

the wing circled lazily overhead, two automobiles raced along the field towing two gliders into the air behind them like giant kites.

Up 400 feet, Oscar Kuhn of Orion, Mich., and Elmer Westerland of Jackson, Mich., cast loose the tow ropes and floated lazily earthward in their peculiar motorless style.

SKY WAR THRILLS 20,000 AT RACES

43 Army Planes "Battle" in Clouds; Lindbergh Leads Stunts.

(Continued From First Page)

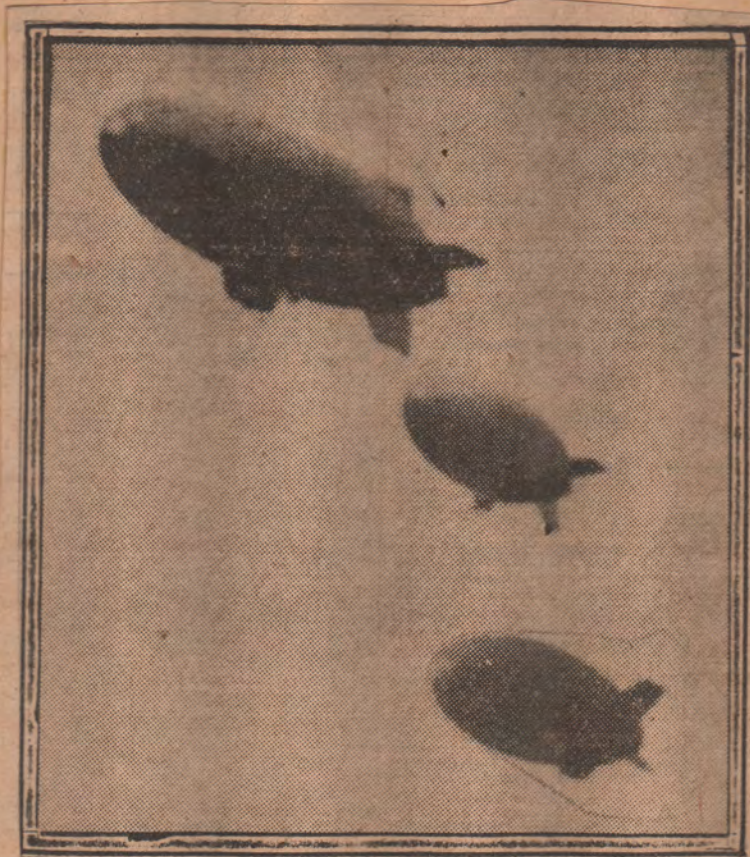
spare feet above the ground and coasting to the far end of the field into the very spot from which he had begun his flight.

Those who saw Lindbergh risk his life to give them pleasure yesterday afternoon will never believe that, beneath his reserve, he does not reciprocate the friendliness and respect they hold for him.

The demonstration of fighting strength by the eighteen planes of the First Pursuit Group, the seven ships of the Second Bombardment Squadron and the eighteen planes of the Third Attack Group was spectacular.

Their maneuvering excellently explained by Lieut. Arthur Ennis, Army Air Corps announcer for the air races, the attack planes swept low across the field "strafing" the "enemy" with a hail of imaginary bullets from their combined 72 machine guns; the multi-motored bombers flew in the echelon formation which allows them the full protection of each other's armament and in the attack column of Vs for dropping bombs; while out of the high scattered clouds the darting pursuit planes thundered down in threes to destroy "enemy" aircraft represented by the bombers.

Cleveland is learning this week



THREE GOODYEAR BLIMPS, the Defender, Vigilant and Puritan, flew formation, making a pretty picture against the background of clouds.

doing. He slipped his plane—it seemed to slide sidewise—and then it started wobbling in a quite horrifying fashion as far as the uninitiated were concerned.

He was fish-tailing, to reduce speed—a perfectly natural maneuver, they tell me.

He landed beautifully, rolling to the very spot to which the plane was assigned. He didn't have to taxi at all. Well, Lindbergh was down at last. All the reporters sat down and took a deep breath.

Presently they had the two "high hats" on the stand before the microphone, and told them to tell the crowd how they liked to fly with Lindbergh.

Kivette was first. Long and slim and broad shouldered like most all the navy's fighters, he made one very proud of one's navy. He said: "The flying is part of our daily dozen at San Diego."

Calls Lindbergh Considerate.

"Col Lindbergh is one of the most considerate leaders I have ever flown behind. He never does anything without letting us know beforehand exactly what he's going to do."

O'Brine, smiling, said: "I don't think I can add any more. I am very proud to have flown with Col. Lindbergh."

Down in one of the boxes was a big chap in the uniform of the navy flyers. In the back of his leather jacket was stenciled: L. T. Lankford. His right eye was badly bruised. A patch of adhesive tape extended behind his right eye. He was the "high hat" who met with mishap at Lorain. For all the stubble that covered his face, and the swollen cheek and the broken cheek bone, he could smile, and did.

"I'm going to fly tomorrow," he said.

How you going to lick guys like this?

4

World's Sky Hero Thrills Race Fans With Stunts at Airport

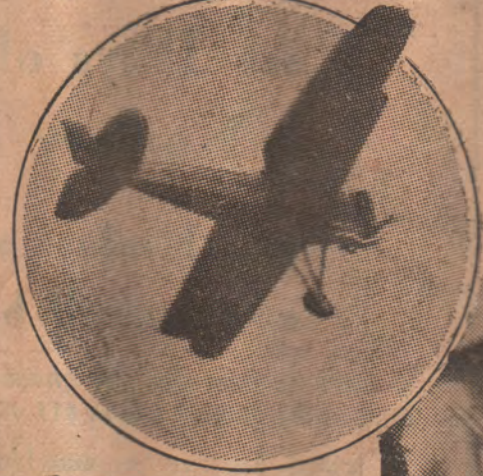
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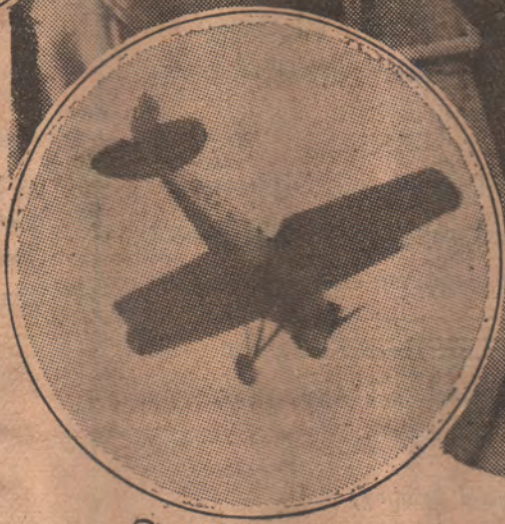
COLONEL CHARLES A. LINDBERGH
(Other Air Race Photos on Picture Page)



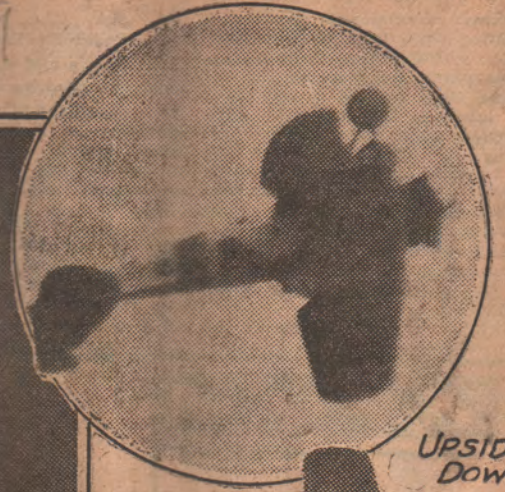
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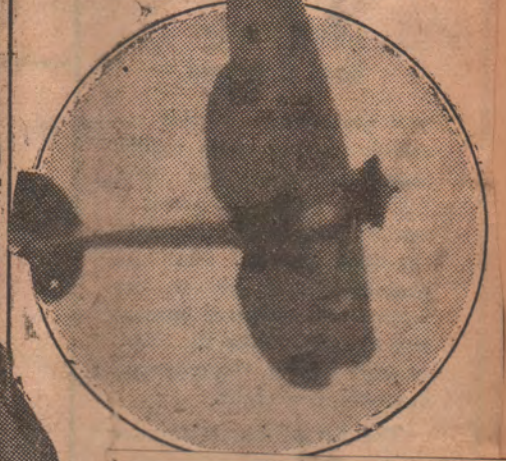
BARREL ROLLING



DIVING



UPSIDE DOWN



CROWDS GASP WHEN LINDBERGH LOOPS AND DIVES ABOVE AIRPORT

Flying Colonel Goes Up With Two of Navy's "High Hats" and Puts Them Through Paces; "Considerate Leader," One Says.

BY ROELIF LOVELAND.

When Col. Charles A. Lindbergh turned his plane about in the dust at Cleveland Airport yesterday afternoon the crowd stood up and cheered, and a lot of people were able to forget Ruth Elder. The colonel was going to fly!

He was in one of the navy planes—a Boeing fighter, powered with a 450-horse power Pratt & Whitney Wasp motor. One learned this from the announcer. One also saw that the number on the side of the plane was 1-F-7. It is ordinarily used by one of the nine navy "high hats."

Col. Lindbergh stood up in the cockpit of his plane and looked back to his left and to his right. Behind him, completing the V formation, were Naval Lieutenants F. N. Kivette, in the plane numbered 8, and F. O'Bierne in the plane numbered 9. The announcer reported that the reason Lindbergh stood up was to see if the field was clear.

Then they started. A great cloud

of dust went up, as they took the air together—the two "high hats" and the colonel. They soon shook the dust off their red tails and headed up into the sky.

The announcer was saying: "This isn't the first time Col. Lindbergh has flown a naval plane. He flew one off the Saratoga last winter, when he landed in Panama at the time the fleet was maneuvering in southern waters."

They swept by overhead, still gaining altitude, and one observed that the slim colonel wore a white helmet. The two "high hats" wore red helmets.

They were up about 1,500 feet. The colonel poked the nose of his plane down. Kivette and Bierne poked the noses of their planes down.

One who has been at the airport for three days has grown accustomed to the shriek of wires and struts through the air as planes come tearing down. But it seemed that these

(Continued on Page 5, Column 1.)

TWO "HIGH HATS" HIS FLYING MATES

"Most Considerate Leader," Navy Man Says Afterward.

(Continued From First Page)

three planes, as they went screaming and whining overhead, possessed an unusually fearful sound.

Thousands of spectators, looking up, showed their concern. A lot of them wished the young colonel was safe on the ground. It was all right for these other men to fly—but Lindbergh, that was another matter. He might get hurt.

But Col. Lindbergh, up in the clouds, was laughing. The V formation banked and turned right. And then—heavens of blue—the colonel's plane went over on its back, and its two wheels pointed straight up to the heavens.

He kept going, upside down, and, if you looked closely, you could see a projection on the underside of his plane which you knew must be his head. On and on—while the two devilishly clever "high hats" rode behind him, keeping the perfect V.

Finally one could see his wing flip. The naval flyers spread out slightly,

one climbed a bit, and presently the colonel's plane was flying straight again. And you hear the audible sigh of relief which came from the stands.

An old lady said, a bit petulantly: "He has no business to do things like that."

The colonel couldn't hear, of course. The colonel was laughing in the skies. Doing the thing he loves to do better than anything else in the world. Driving a fine plane through the sky at a 150-mile-an-hour clip. Plowing a furrow through the wind, with two great flyers behind him, one at his left, one at his right.

They dived again, turned and soared over the field from the right; swung into a figure eight, banked the other way, took up the V formation. Lindbergh wagged his wings, the two "high hats" saw him, and over he went again on his back.

People wondered: "How can he fly straight when he is on his back?" But he did. You'd think that it was the easiest thing in the world when you watched him.

They resumed the V formation—if you want to be technical, three planes constitute a section, according to navy lingo—and the section banked and turned back over the stands.

Five Feet Apart.

It seemed that one of the rear planes, the left rear plane as one looked up, must hit the tail of Col. Lindbergh's ship. The announcer said:

"They are in very close formation . . . the distance between wing and tail is about five feet."

Was this Lindbergh—famous for his conservative flying?

Over on his back again—he must have been grinning to himself—on level keel once more, and then the three ships climbed. Up, up, they went, about 4,000 feet.

And then they dived. They came roaring down until it seemed that they must crash in the middle of the field. And finally—split seconds seemed like hours—the colonel's plane zoomed up in a great roaring loop, then he half rolled out of it, and was alone in his part of the sky, for the two "high hats" had executed sharp climbing turns to either side and had left the sky to the young man who started for Paris in a plane one day and got there.

This was presumed to be the end of the show. Lindbergh would come down and folks could stop worrying.

Makes Whoopee.

But he didn't come down. The blond colonel just stayed up there cavorting about and making whoopee in his own peculiar fashion. He zoomed down and executed another loop. Then he did a barrel roll, and he'd been surprised had he known how many people there at the airport kept their fingers crossed.

He did three more barrel rolls, then a whole series of barrel rolls—as if what he'd already done hadn't been enough—and streaked away. He was far from the stands when he executed the last roll, apparently entirely for his own benefit.

Oh, he was having a lovely time. He started to dive, and everyone at the airport watched him. Even vendors of sun glasses ceased crying their wares to look at Lindy.

Down he came, going into a loop. Then his motor seemed to sputter. He had shut it off, but only a few of those watching realized what he was

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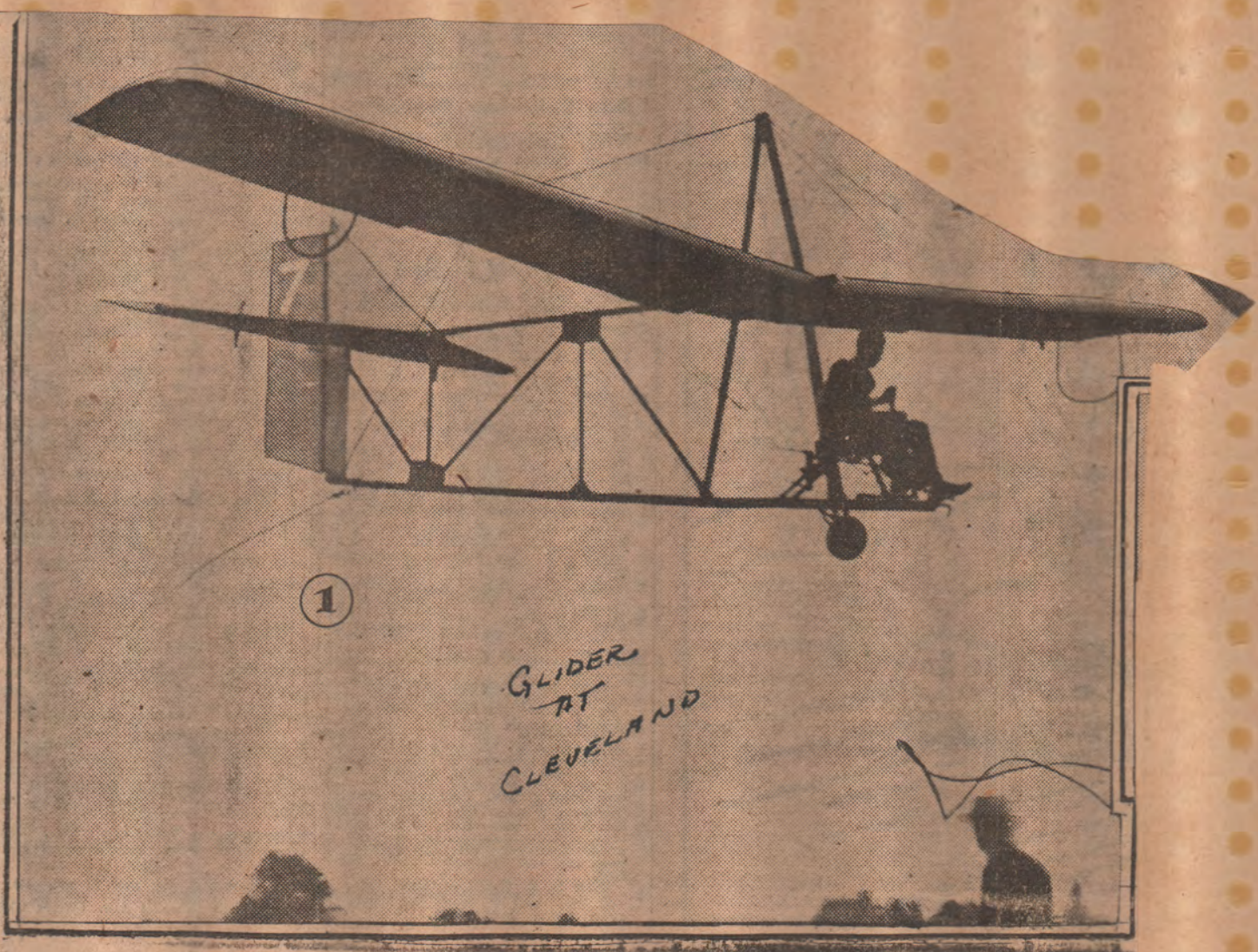
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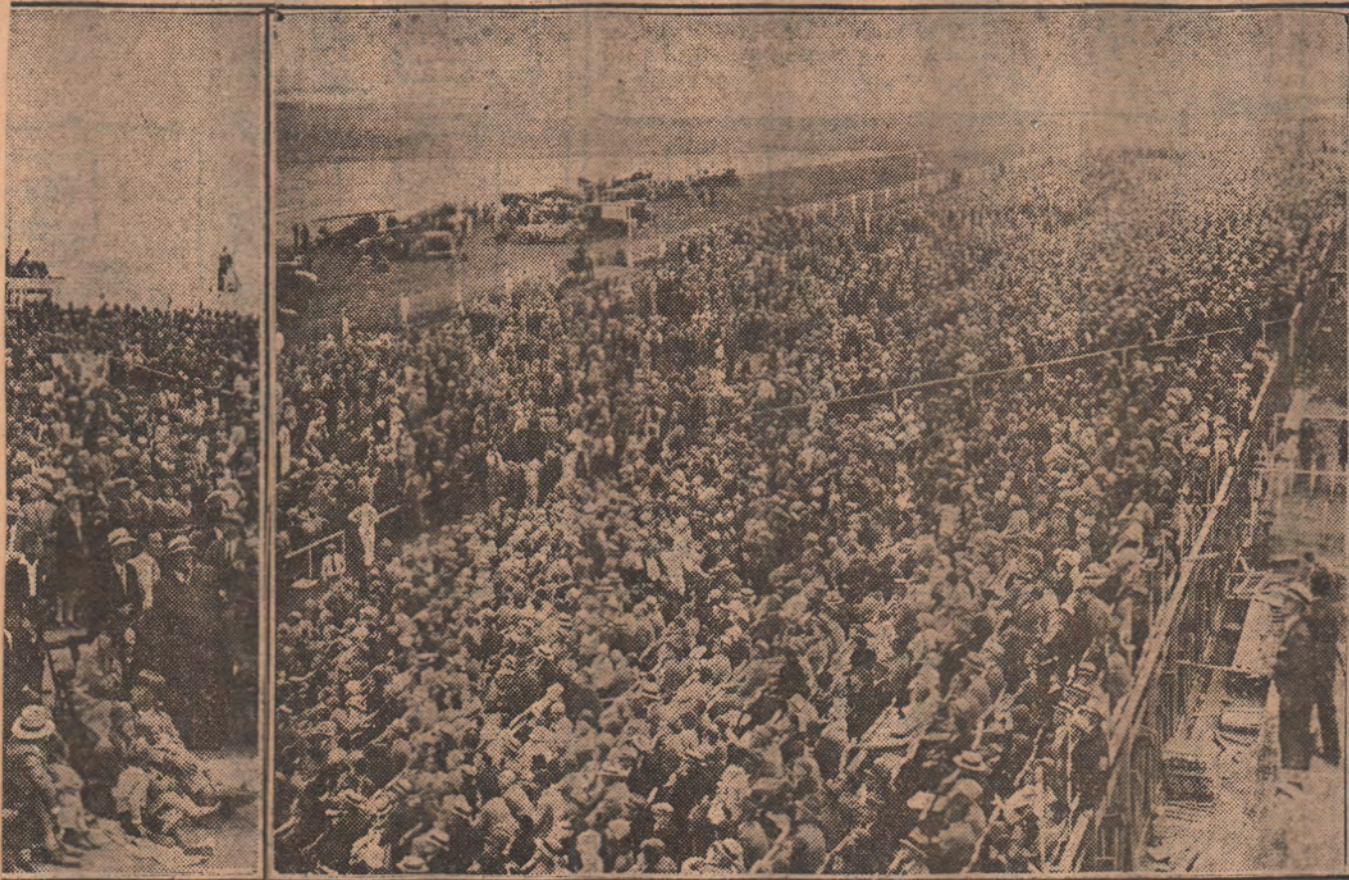
CITY'S LARGEST CROWD



HERE ARE A FEW OF THE 100,000 AND MORE FOLKS WHO CROWDED INTO THE AIRPORT WEDNESDAY



SEES AIR RACES



DAY AFTERNOON IN THE LARGEST GATHERING IN THE CITY'S HISTORY

THE STORY
OF
ROPE

"HIGH HATS" STUNT IN LASHED PLANES

Nine Navy Daredevils Fly
With Ships Tied 35
Feet Apart.

BY ROELIF LOVELAND.

This is a story of rope—and the navy.

Rope, of course, has remained very much the same through the years. No particular improvements, no yearly models. About as strong as rope used to be when Admiral Farragut lashed himself to the rigging in the battle of Mobile Bay.

You can't imagine a ship without thinking of it. Smell of tar. Smell of hemp. Rope to let down the life boats from the davits, in this later day when sails no longer are in vogue. Rope to run the Union Jack to the forward mast; rope to run the ensign to the mast in the rear. Coils of rope, valuable in time of need, valuable in degree which a landlubber never could understand.

And this is a story of a new use for rope.

Nine navy planes were in the air at Cleveland Airport yesterday afternoon.

Nine navy planes were on the ground. The pilots seemed to be doing something out of the ordinary. The voice of the announcer cleared up the mystery.

"The first division of nine planes is in the air to the right of the stands. The second division is on the field. They are tying rope to one another's wings. Each section of three planes is tied together with rope. It is 21-strand Manila. It is only 35 feet long. That isn't very long."

One echoed in the crowd: "No, that isn't very long."
"The pilots are tying rope on the wings," the announcer repeated. This was now obvious. The pilots climbed back in their planes, and the propellers of the navy ships, whirling slowly, made a haze of dust which somewhat hid them.
The announcer went on:
"Lieut. L. T. Lankford is flying

"HIGH HATS" STUNT IN LASHED PLANES

(Continued From First Page)

again today in his regular position."

A cheer went up from the stands for the flyer, who though still bruised and battered and suffering from a broken cheek bone sustained in a mishap at Lorain, O., while on the way to the races, had resumed his place in the elegant company of the navy's nine "high hats."

"A swell way," an Irish reporter remarked, "for a flyer to take off right after a crash."

"There is a slight cross wind, and a rough take-off area in front of the stands," the announcer said. "But they are going to try anyway."

The propellers started spinning till only a blur could be seen. Greater clouds of dust went kicking back and the powerful navy fighters moved across the field, picking up speed as they moved. And between them rope billowed. You may imagine in what close formation they were flying to have enough left of 35 feet of rope to do any billowing.

The "High Hat" plane marked No.

11 hit a bump, and the line snapped. The announcer again: "The air race committee again requests you to be seated."

The crowd was standing, gaping, wondering, marveling, as the rest of the planes swept up into the bumpy air and the rest of the ropes remained intact. This was advertised as one of the high spots of the show. The crowd so considered it.

What of their maneuvers? Smooth and wonderful as they have been every day since they have been here. Blinding speed through the air, perfect alignment, perfect beauty. Dives, figure 8s, this thing and that. And the voice of the announcer again:

"These ships maneuver so rapidly that the pilots go blind for short periods of time. The lights just go out, but they come on again in a few seconds much like stage effects and the pilot is perfectly normal."

And the history boys figured that Farragut was pretty game! He lashed himself to the rigging with rope!

We watched them up there in the sky—lashed together with 21-strand Manila, 35 feet long. As they swept by again another line had parted. Only the first section had no broken rope—Lieuts. L. E. Gehres, F. N. Kivette, F. O'Bierne. Rope still billowed behind them as they swung down to land.

And the great crowd—the announcer said it was between 100,000 and 125,000—held its breath. It had been such a brave attempt, such superb flying, that everybody seemed to have a personal interest in the two 35-foot strands of rope that bound the three planes together.

Steady. One of the planes seemed to drop a couple of feet. But the "high hat" in the red helmet had it up again in time. And then they struck the ground together, three perfect three-point landings, and the dust rose and hid them. A moment later they came out of it and the ropes were still intact.

This is the story of rope—and the navy.

Of course the crowd stood up and cheered, and the noise of it must have reached the ears of the valiant "High Hats" in the red helmets.

Other Thrills.

To be sure there were other thrills. The Waco team, which did marvelous stunts; Capt. Tex Rogers, the United States Marine, who flew on his back almost indefinitely; Amelia Earhart, coming down in a glider, not so well; the auto gyro. . . "No folks, the airplane in front of the stands is not a washing machine;" Goodyear blimps riding along in the sky behind the Los Angeles, like very well behaved children; "the kind of a crowd we used to pray for about nineteen years ago;" a plane hooking onto a dirigible; Col. Lindbergh flying upside down again, not the man who flew to Paris, but the old stunt flyer of obscurity.

Man has his freedom of choice. Some will have other favorites. For me, give me the navy flyers and their bits of rope—the nine "High Hats" and their 35 feet of 21-strand Manila!

READ THIS ONE

PLANE IS WRECKED UPON FACTORY ROOF

Lady Mary's Plane After Crash

PLUNGE THROUGH FACTORY ROOF LIKELY TO CLAIM LIFE OF NOTED AVIATRIX



Here is the wreckage of the Great Lakes Trainer plane in which Lady Mary Heath and Erwin Kirk crashed through the roof of the Mills Co. factory Thursday noon. The accident probably will claim Lady Heath's life, hospital attendants reported.

Amelia Lands Glider in Spin

THE next time Amelia Earhart flies a glider—which is Thursday—she'll first determine its stalling speed.

She went up Wednesday in the famous motored pilots' derby, the big glider event at the national air races, and after a fine flight came to earth in a spin. She was jarred, but unhurt.

The cause: the glider had been built especially for towing by an airplane and goes into a stall at 35 miles per hour. Miss Earhart knew that not when she took off. As she was about to land, after banking about the home pylon, she saw an automobile just a bit too close and turned up.

Followed a stall and a consequent spin. Miss Earhart came to earth with the glider on one wing and the landing gear. "Amen," saith Miss Earhart, in effect, "I'll try it again Thursday."

Thursday, August 29, 1929

GLIDERS AGAIN THRILL CROWDS

Will Be Big Feature of Thursday's Program.

COOPER'S HOST TO "HIGH HATS"

Crack Navy Flyers Will Attend State Fair.

COLUMBUS, O., Aug. 29.—(By A. P.)—Nine navy planes from the U. S. S. Saratoga headlined the bill of attractions at the Ohio State fair today as the officials prepared for what was expected to be the biggest day since the exposition opened.

The naval flyers were brought to Ohio for the national air races at Cleveland this week and they were invited to "take in" the state fair as a guest of Governor Myers Y. Cooper and John M. Vorys, state director of aeronautics. This is Governor's day at the fair.

The scheduled arrival time of the fighting planes was 11:30 a. m. In addition to the pilots the group included David S. Ingalls, assistant secretary of the navy, and Commander Wick.

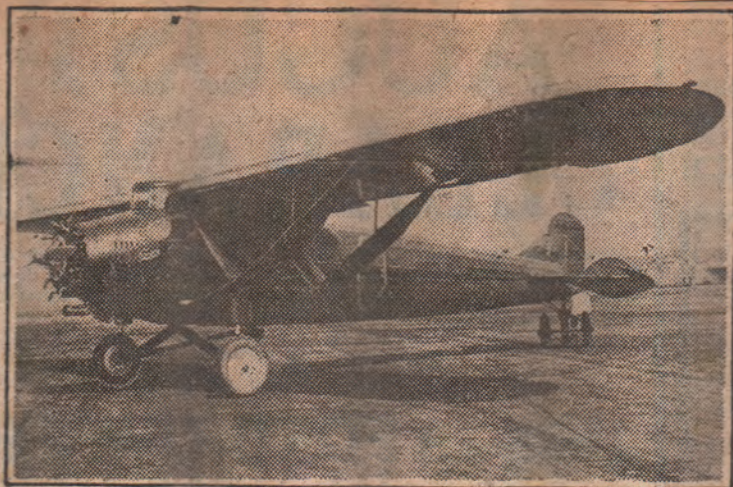
The race track at the fair grounds was cleared for a demonstration of naval aircraft maneuvers for the benefit of the fair patrons. The next thing on the program for the state's guests was luncheon with the governor at the clubhouse on the grounds. The flyers planned to return to Cleveland in the afternoon.



THE FLYING "LEATHERNECKS"

Lindy, Tex Provide Plenty of Thrills While Stunting

Lone Eagle and Noted "Devil Dog" Will Repeat Program Thursday.



1. The single-motored Emsco monoplane which took off yesterday at 11 o'clock with fuel for 50 hours. Thomas G. Reid, pilot,

is seeking a new world's solo endurance record.

ENDURE PLANE STILL IN AIR

The Emsco Whirlwind, piloted by T. G. "Jack" Reid, chief pilot for the Emsco Aircraft Corporation, Downey, Cal., was hovering near Cleveland airport Friday in an attempt to set a new world's solo endurance record. Reid took off at the airport at 11:04 a. m. Thursday.

When the ship took off it carried 610 gallons of gasoline and 20 gallons of oil in addition to a few hundred pounds of accessories. It was estimated the gasoline carried was sufficient to keep the plane in the air 50 hours if necessary. The present solo record of 35 hours and 25 minutes is held by Lieutenant Herbert Fahy.

Reid will pass the record at 10:29 p. m. Friday.

Two other solo endurance flights by May Haizlip, Tulsa, Okla., derby flyer, and Ralph F. Thomas, Cleveland, are scheduled to start Saturday morning.

Endurance Flyer Crash Victim

PLANE HITS TREE DURING DARKNESS



MARINES WILL COMPETE FOR SPEED HONORS

Six Pilots Will Provide Big Thrill for Air Race Fans on Friday.

STAGE DUELS HIGH IN AIR

Line Flyers Show Crowds Outstanding Example of Aerial "Dog-Fighting."

AIR GIANT LOOPS

12-PASSENGER LOOPS, RIDES UPSIDE DOWN

"Speed" Holman Enthralls Airport Throngs in Daring Flight.

LINDY AND MOTHER FLY

Jack Reid's Plane Still Aloft in Effort to Set New Endurance Mark.

BULLETIN

Miss Amelia Earhart christened the new Goodyear blimp "Defender" at the air races late Friday. Before the ceremony, Miss Earhart and other women pilots soared over the field in the new dirigible.

Colonel Charles A. Lindbergh and Navy Lieutenants F. N. Kivette and Frank O'Beirne again thrilled crowds with a series of dives and loops in unison.

Six parachute jumpers leaped in rapid succession from a plane piloted by Elinor Smith.

By Don K. Rennels.

MUNICIPAL AIRPORT, Aug. 30.—For the first time in the history of flying a tri-motored transport ship today was looped and flown upside down here.

Charles W. "Speed" Holman of Minneapolis was the flyer who did it and William B. Stout, de-

signer of the three-ton all-metal plane, a Ford, excitedly explained the maneuvers while Holman thrilled the crowd.

He put the ponderous ship, which carries 12 passengers on ordinary runs, through seven loops and flew it upside down twice.

Meanwhile Lieutenant Robert D. Johnston of the naval pursuit group here from San Diego took aloft a new Curtiss fighter, equipped with a radically new cooling system using prestone fluid, and stunted it with

A full page of entertaining air meet pictures on page 32 in this edition. Your friends at home or in other cities will enjoy seeing them. Why not mail The News home every day?

the throttle wideopen just to see how well the cooling worked. Apparently it was a success, although naval engineers later will tear the engine apart to see how it stood the strain.

Williams Disappoints Crowd.

A wave of disappointment swept over the grandstands late in the afternoon when it was announced that Lieutenant Al Williams, the navy speed king, would not take the air for 15 minutes of stunting.

Mrs. Lindbergh at Races.

Arrival of Mrs. Evangeline Lindbergh, the mother of the famous flyer, was one of the high points of Friday's events, which included races by army flyers, endurance flying, and other aviation thrillers.

Captain Sir George Hubert Wilkins, noted explorer, attended the races Friday afternoon and was introduced to the spectators as one of the passengers from the Graf Zeppelin on its round-the-world flight.

Wilkins on Honeymoon.

The crowd did not know, however, that Sir Hubert is on his honeymoon at this time. He was married in Cleveland to Miss Suzanne Bennett, an actress, just before coming to the airport.

Two other notables awaited by the throngs were Henry Ford and his son, Edsel.

Mrs. Lindbergh reached the airport at noon Friday.

It was uncertain whether the Fords would come later in the day or Saturday.

"Lindy"—with two members of the "nine high hats"—has been performing for the race throngs each afternoon. Mrs. Lindbergh, the bride, has watched him from an automobile parked at the south end of the landing field.

Friday, the transatlantic flyer will have the opportunity of showing his mother what he can do with a ship of the air.

Because of the many postponed race events, Friday's program was started at noon instead of 1 p. m.

While the crowds were filing through the gates and finding seats in the sun-baked grandstands, T. G. "Jack" Reid of Downey, Cal., was circling over the airport in an attempt to break the world's solo endurance record for men.

At 6 p. m. he had been in the air 31 hours and will have shattered the present record of 35 hours and 25 minutes by one hour if he remains aloft until 11:29 p. m. Friday.

FORD TRI-MOTOR THRILLS CROWD

Exhibited in Stunts for First Time in Leading Event of Week

For the first time in aviation history a regular tri-motored Ford transport plane today engaged in stunt flying.

The three-ton giant, of the Stout Air Lines, was looped six times in succession and zoomed high for a series of wing overs.

A Curtiss Hawk, using a new cooling fluid one-third lighter than water, also was being flight tested by Lieut. Robert D. Johnson.

Charles "Speed" Holman, first commercial pilot to perform an outside loop, was at the controls of the big Ford plane.

Lieut. Johnson twice power-dived the hawk, roaring down at fully 300 miles an hour, faster than any ship has been dived during the meet.

The Hawk and the Ford stunted together over the field, well in front of the stands.

The performance of both ships was by far the most remarkable exhibition of the week, Lieut. Johnson's upward power-spins, brilliant barrel-rolls and terrific dives being extremely spectacular.

W. B. Stout, designer, sat in the stands amazed at the performance of his own all-metal creation.

"It's the first time I ever saw my ship flown on its back," he said. "I didn't know it could be done. That boy is making a pursuit ship of my passenger ship."

Lieut. Johnson's breath taking dives, loops and rolls were almost overlooked by the audience as they gasped at Holman's amazing series of stunts with the heavy, clumsy looking Ford tri-motored plane.

NAVAL PILOTS TO COMPETE AT FRIDAY'S RACES

Cheering Crowd Sees Aviation History Made

LOS ANGELES' STUNTS THRILL FLYING FANS

Mooring of Big Ship, Taking On of Plane Are Features of Race Program

By HARRIET SCHNEIDER

"SHE'S locked in the cup, sir!" A silver giant strained sleepily against its mooring mast at Cleveland Airport.

The Los Angeles, the second largest dirigible in the world, had come to pay its respects to the 1929 National Air Races.

Lieut. Ralph Zimmerman who came here especially to supervise the mooring of this great ship raised his megaphone for the last time to command "all hands hold!" The throngs in the grandstand thrilled as the blue-gray twilight haze enveloped the pride of the U. S. Navy.

The ship is to take off for Lakehurst, N. J., at noon today, except in case of rain. Commander H. V. Wiley said.

FOR the first time in the history of aviation a transfer of a passenger from a dirigible to an airplane was made for practical purposes, at a height of 1000 feet at the races yesterday.

Thousands gazed upward when the Los Angeles put in its second appearance for the day, and noticed a plane, like a tiny buzzing insect in comparison, come within 15 feet of the keel of the ship, and then dive down only to zoom up again and hook on a trapeze thrown out from the bottom of the dirigible.

The plane, a regulation navy biplane, was piloted by Lieut. A. W. Gorton. Lieut. Calvin Bolster climbed out of the Los Angeles and walked along the wing of the plane and descended into the cockpit.

The purpose of the demonstration was to show what will be done with the new navy dirigible now under construction in Akron. Passengers in the future will be transferred from these liners by hangars attached to the underside of the keel. Lieut. Bolster said.

THE dirigible was first sighted from the airport at 1 o'clock. It stayed in the offing until about

2:30 p. m. when it cruised over the grandstand into the east.

It reappeared at 4:45 after racing and other events of the afternoon were completed. The dirigible was flanked by three Goodyear blimps and seven planes as it sailed back and forth above the field.

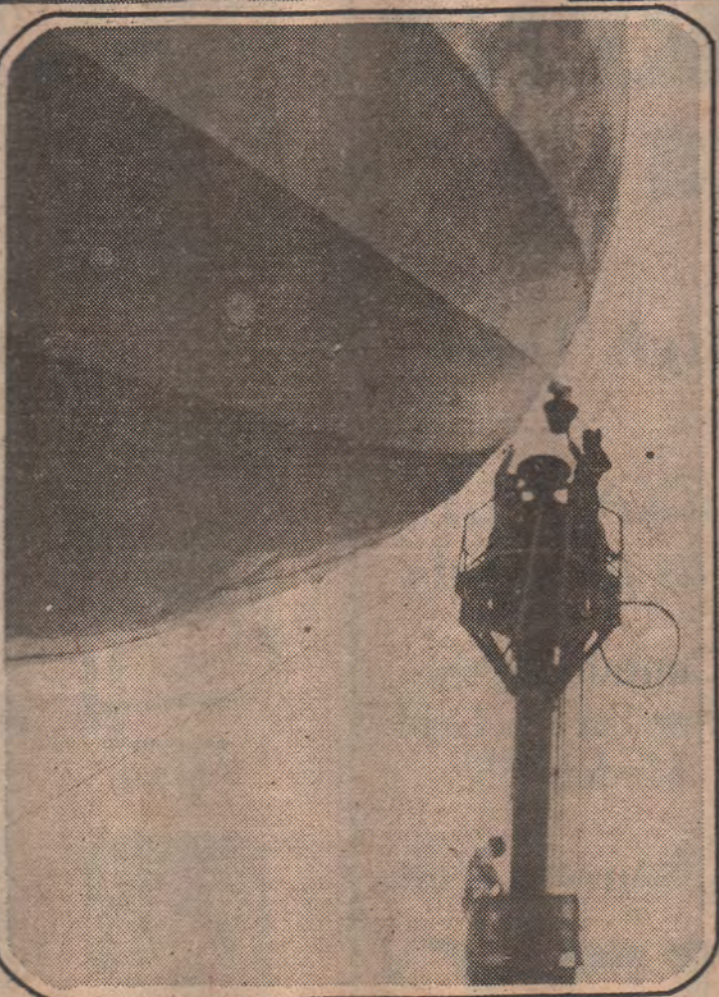
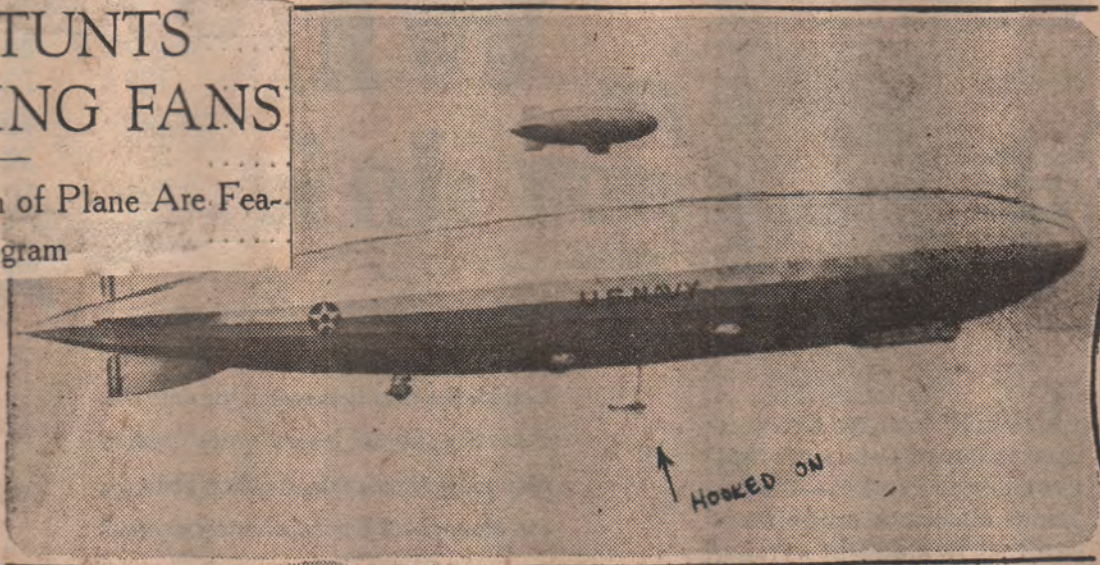
A ground crew of 200, divided into five groups, held the ropes which brought the nose of the ship to the ground 500 yards from its mooring mast.

A cable was thrown out of the forward hatch to the mast and was gently swung over until the nose was locked in the cup. Immediately water ballast was taken on from a hose laid out into the field.

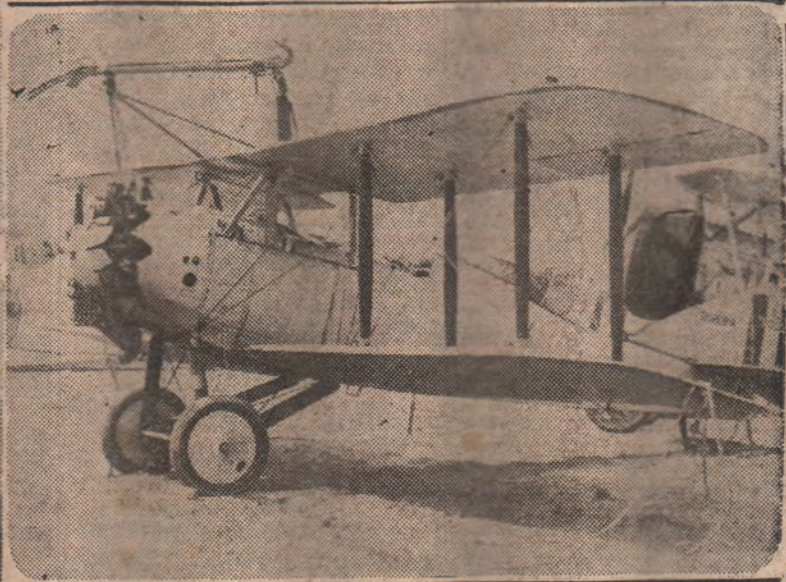
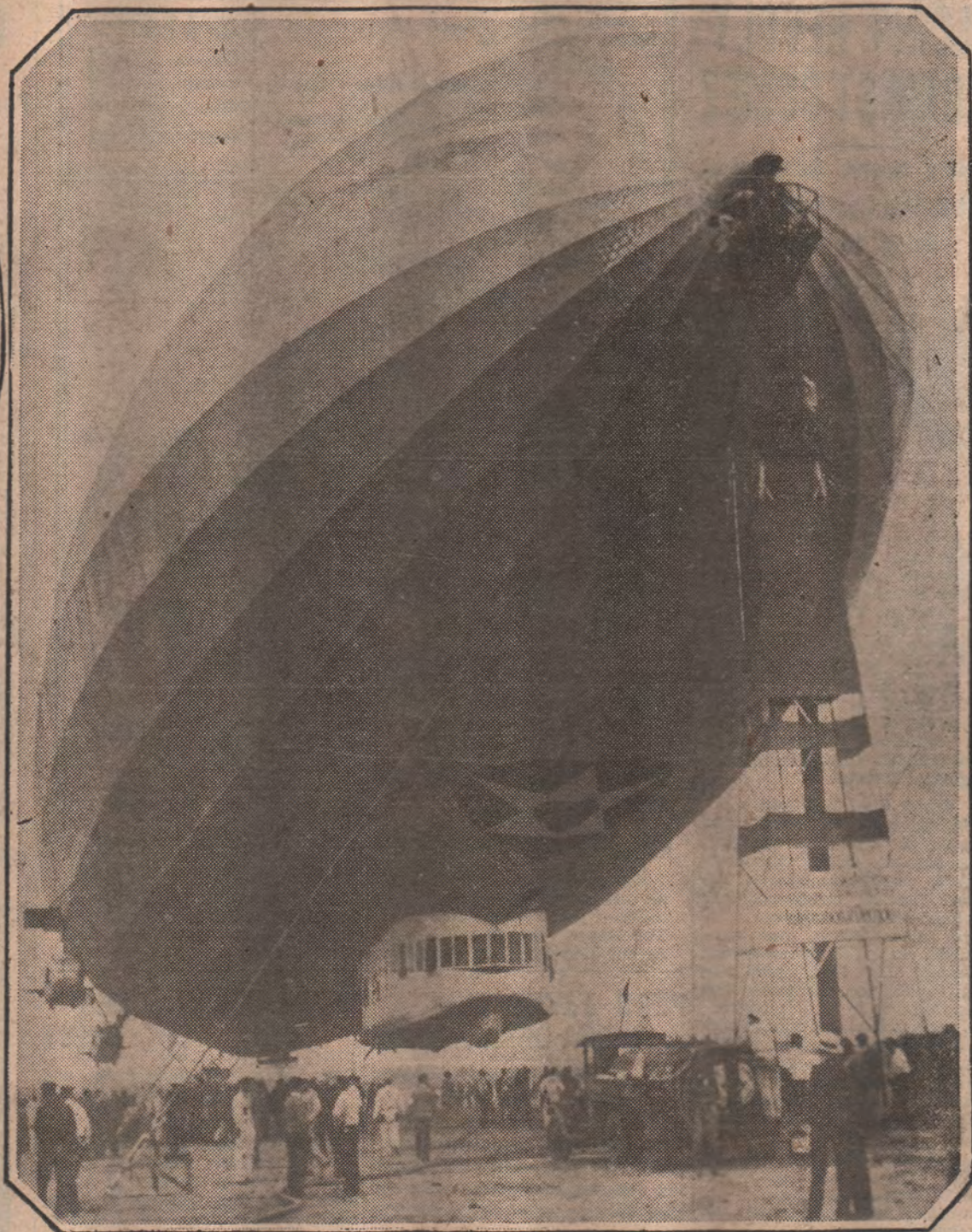
SENATOR HIRAM BINGHAM of Connecticut and Commander Ralph Weyerbacker, in charge of the Naval Aircraft factory in Philadelphia, were aboard. There were 10 officers and three students aboard.

"The weather was rough early in the evening near Philadelphia," Commander Wiley said regarding the trip here. "We also encountered some storms near Bellefonte, Pa.

"We went over Niagara Falls because Senator Bingham wished to see them from the air. We traveled about 50 knots and took it easy all of the way."



Plane Hooks to Dirigible Los Angeles



History was made at Cleveland Airport when a heavier than air craft, a navy plane, went aloft and "hooked" itself to the giant navy dirigible Los Angeles. Cameramen for The Press have pictured the event thus:

Upper left, the plane attached to the dirigible as it rides over the cheering crowd. Above the Los Angeles is a Goodyear blimp, to give contrast in sizes.

Circle above shows Commander H. V. Wiley of the Los Angeles directing landing operations.

At the right the Los Angeles moored at the airport for the night. The mooring mast serves as a pylon for the plane races.

At the left is Lieut. Calvin Bol... whose name will go into naval aviation annals as the first man ever transferred from a dirigible to an airplane while both were in motion.

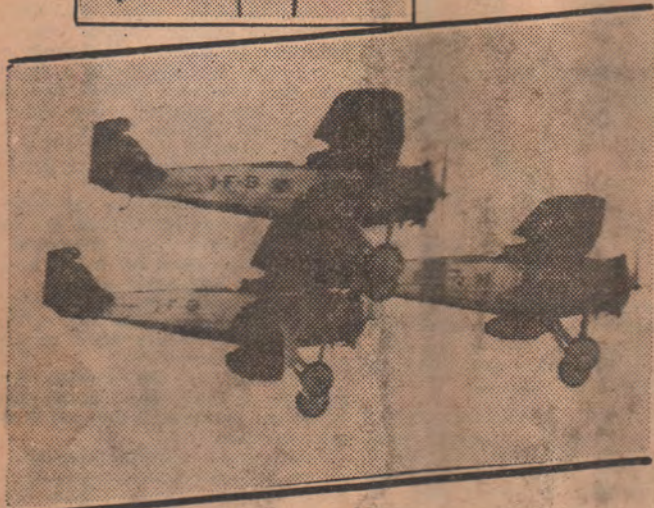
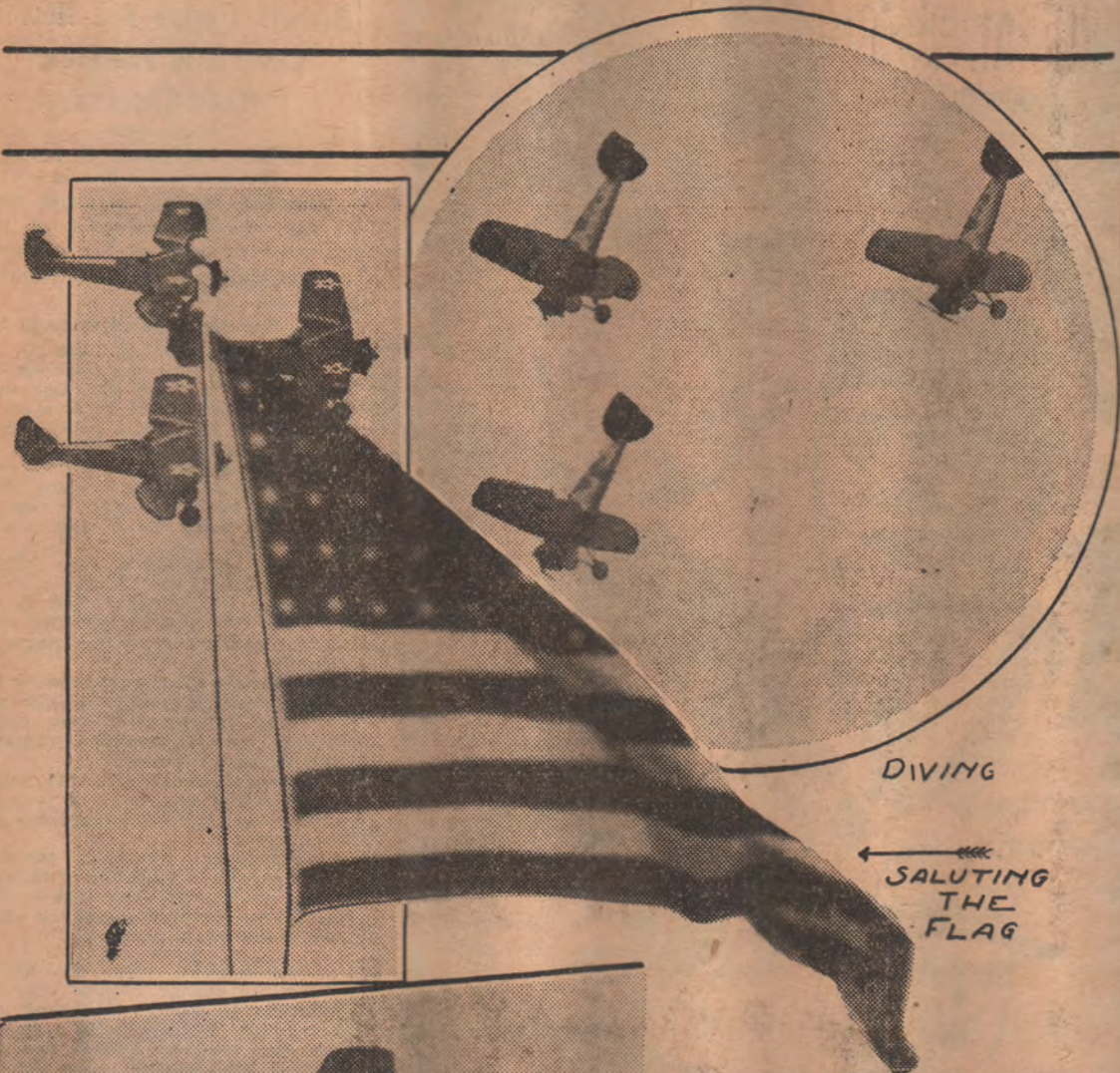
As the Los Angeles landed (center) part of the ground crew steadied her operations gondola.

The point of contact at the mooring mast (lower, left). Dirigible men say at this point: "She's near the cup."

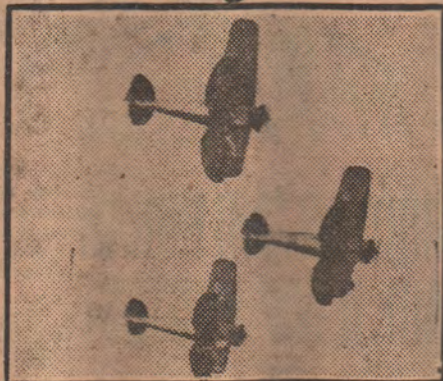
Lower center, a closeup of the hooked plane and dirigible.

The plane that did the trick with its trick superstructure is shown lower, right.

Lindbergh Leads High Hats Again



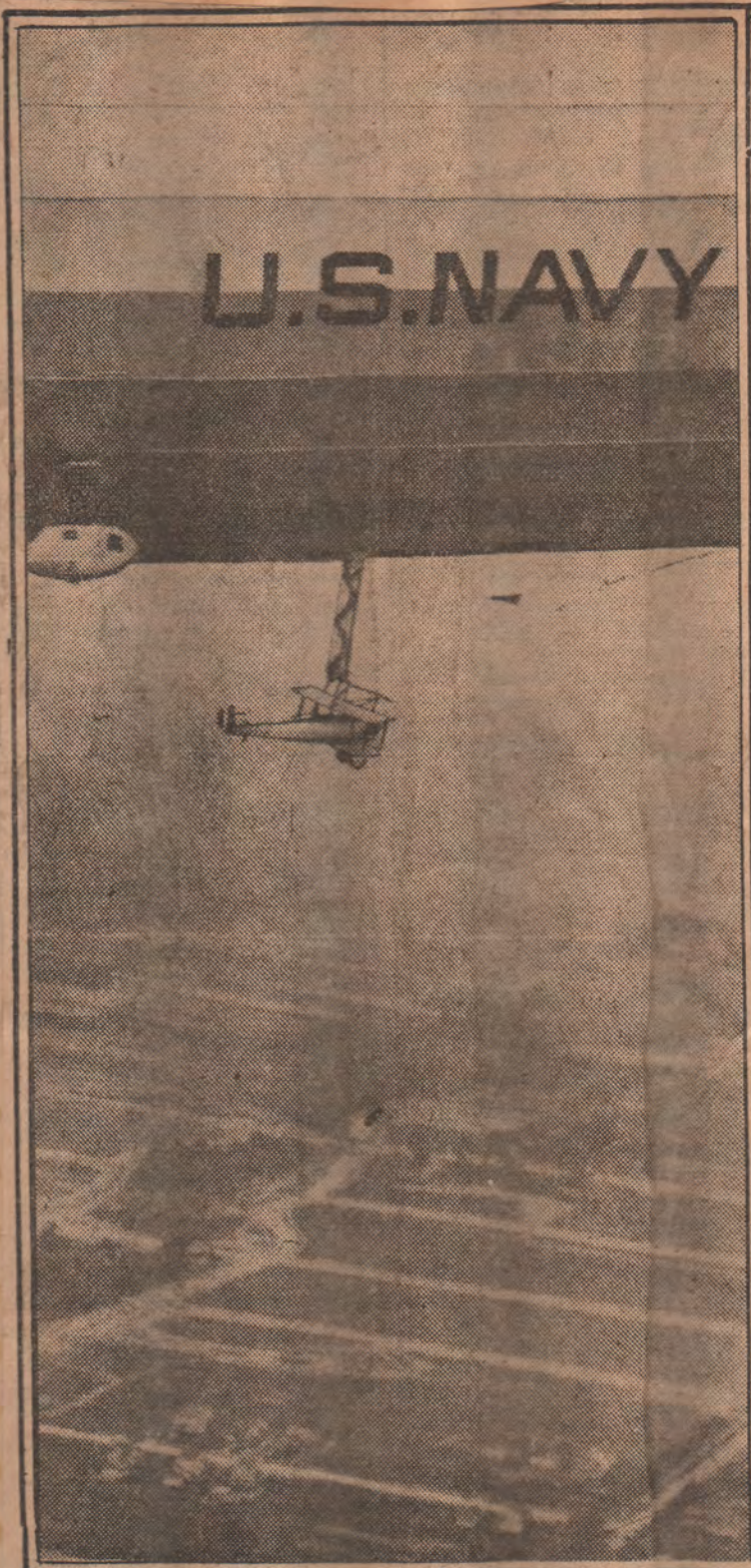
CLOSE FORMATION



ZOOMING UP INTO A LOOP

Col. Charles A. Lindbergh and his crew of two Navy High Hats again thrilled spectators at Cleveland Airport yesterday. Plain Dealer photographers caught them zooming up for a loop, diving, in close formation and saluting the flag.

the railway, substituting the Chinese



Pacific and Atlantic Photo.

FIRST TIME IN HISTORY. Here is the largest airplane which ever was hooked to a dirigible. The Corasir navy plane was hooked to the Los Angeles at Cleveland Airport yesterday afternoon. Lieut. W. A. Gordon piloted the Corasir.

RACES HERE SET NEW AIR MARKS

Greatest Flying Spectacle Is Ended; "Overflow" Program Today.

(Continued From First Page)
into flying position a short distance off the ground.

In addition he did an old-fashioned spin, which has become such a tame maneuver that none of the other pilots thought anyone would be interested in seeing it.

Lindbergh Does Stunts.

Col. Lindbergh and Lieuts. Kivette and O'Byrne of the Navy High Hat Squadron showed close formation maneuvers, looping, climbing and diving in close alignment. In one of the graceful climbing turns which the trio performed they were so close together that one of the High Hats had to cut his motor to avoid chopping off Lindbergh's tail plane.

No accurate figures on attendance were available last night, but officials estimated that 300,000 people saw the races and that gate receipts would exceed \$450,000. This is by far the biggest attendance and proceeds of any previous national air race week, according to race headquarters.

The exhibitions given by Lindbergh and the Army, Navy and Marine Air Corps were the backbone of the show.

The races were exciting, but nothing can take the place of the thrill that comes from hearing and seeing the trim fighting craft diving like roaring comets on the grandstand.

For nine days I have been trying to find some adequate language to describe the sound they make and there is none. Words simply can't describe it.

He's Landing Upside Down! 80,000 at Airport Gasp

BY RALPH J. DONALDSON.

Lieut. Alford Williams, the navy's speed king, yesterday put on the greatest exhibition of upside down flying that has been seen so far in the greatest air show ever held in the United States.

Flying on his back, Williams made a complete circuit of the field, banking correctly at the turns and never losing altitude or giving the slightest indication of skidding.

Not satisfied with this, he caused 80,000 hearts to stop beating momentarily as he appeared to be attempting an upside down landing.

Glides on His Back.

Gliding on his back within 50 feet of the ground, he slowly rolled his wings into a vertical position, side slipped until it seemed as though he surely was going to crash, then leveled off and made a beautiful landing directly in front of the judges' stand.

Undoubtedly Williams was disappointed in not being able to take part in the Schneider cup races in England, but he must have received some consolation from the applause which greeted him a few minutes after he landed.

Entreated to tell the crowd how it felt to glide into a landing with his

plane on its back, Williams took the microphone and said:

"Well, you glide in and when you think you are close enough to the ground you put the wheels in landing position and land"—very simple!

Pitched for Giants.

It is said that Williams used to be a pitcher for the New York Giants. Well, he pitched them fast and low yesterday, and his curves would have baffled the Yankees. He was flying one of the navy fighting planes, the type in which Col. Charles A. Lindbergh has been stunting daily at the national air races, a very slow plane for Williams, who expected to do around 350 miles an hour in the Schneider race.

Fifteen seconds after his wheels left the ground, Williams flipped over on his back and did an upside down power dive toward the grand stands.

When most flyers, including Lindbergh, are on their backs and want to get right side up again, they do a half roll, which brings them out in the same direction they have been going, but nothing as tame as this would satisfy Williams.

When he was so low over the stands that you could see the whites

(Continued on Page 4, Column 2)

States Navy officers.

HE'LL LAND ON HIS BACK! 80,000 GASP

(Continued From First Page)

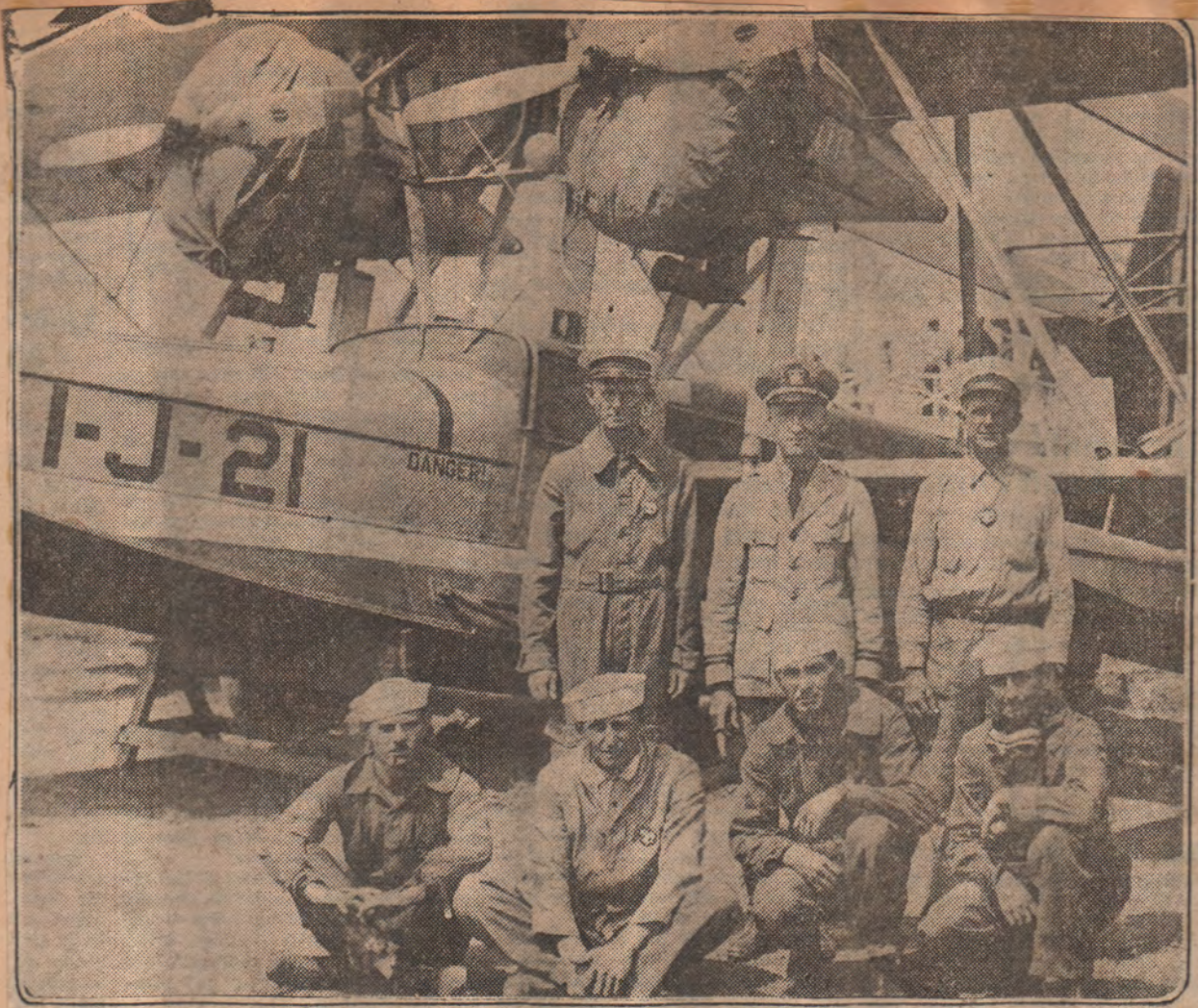
of his eyes (that's only a very slight exaggeration) he shoved the stick forward and started to climb, performing the last, and most difficult part of an outside loop.

This brought him out with his plane right side up headed in the opposite direction and 500 feet higher than when he started. He did this a couple of times, just to show that it wasn't an accident, and then flew on his back in front of the stands only 100 feet from the ground.

Evidently pleased with this maneuver, he did it again, continuing on his back while he made the complete circuit of the field.

Also he did an outside loop directly in front of the stands and not more than 500 feet off the ground, providing the closest view of this difficult stunt that has been seen at the air races. Every movement of his plane was smooth and graceful.

Mrs. Bessie King Bowen Dead.
CINCINNATI, Sept. 1



THE SIKORSKY AMPHIBIAN AND CREW.



LT. E. CHOURRÉ AT THE
"MIKE"
CLEVELAND



(14) Lieut. L. E. Gehres, showing what the well-dressed navy "High Hat" should wear.

'Chute Saves Famous Stunter; Plane Is Wreck



JAMES A. DOOLITTLE

Minus one wing and its pilot, Lieut. James (Jimmy) Doolittle's army pursuit plane crashed to the Tott Harding farm, a mile west of Olmsted Falls, yesterday. Wreckage of the plane is pictured above. Doolittle landed a quarter-mile from his ship after making a parachute jump when he saw the lost wing sag.

Doolittle Glides 2,000 Feet as Craft Crashes in Hay Field Near Olmsted Falls.

PARACHUTE CORD FAILS TO WORK ON FIRST PULL

Flyer's Nerve Not Shaken; Gives Stunt Exhibition Hour Later.

BY JAMES D. HARTSHORNE.

Stepping out of his wingless airplane 2,000 feet above Olmsted Falls at 3 o'clock yesterday afternoon, Lieut. James Doolittle, United States Army Air Corps, pulled the ring on his parachute and floated to earth as he watched his crippled plane crash into a splintered wreckage far beneath him on the Tott Harding farm.

"I was diving; the wings came off; I stepped out, and that's all there was to it."

Thus Lieut. Doolittle described his first emergency parachute jump and his initiation into the "Caterpillar Club" of American airmen who have saved their lives by resort to 'chutes.

Is Testing Plane.

The accident took place shortly after he had left Cleveland Airport to test an army plane in which he expected to give an exhibition of acrobatic flying for the 50,000 spectators at the national air races.

Uninjured, his nerve unshaken by his experience, Lieut. Doolittle returned to the airport and in little more than an hour after he had had one plane go to pieces beneath him, was cutting breath-taking capers about the sky in another so that the thousands who had been promised a sight of the army's best should not be disappointed.

Additions to his first brief statement disclosed the details of his escape from death by the parachute route.

"I had just arrived from the airport over a spot about five miles southwest of the field and was at 4,000 feet altitude. I put the nose of my ship down in a dive and at 2,000 feet I heard a 'pop' which sounded like the snapping of a wire.

"From then on I can't say exactly what happened. I had a definite recollection that the ship slowed up suddenly. This probably was due to the wing folding back and offering more resistance to the wind.

"When I was clear of the plane the parachute didn't open immediately. That gave me something to think about. I jerked again and it came open."

THE
THREE ACES OF 1929 AVIATION CLASSIC



Here are three sky devils whose spectacular stunts did more than anything else to make the 1929 National Air Races the "Spectacle of the Century." On the left is Lieut. Alford J. (Al) Williams of the navy, holder of the

American speed record, who yesterday established a world record for flying upside down. In the center is Col. Charles A. Lindbergh who daily demonstrated to race visitors that he had more skill than luck when he flew the

Atlantic. The third flyer is Lieut. James Doolittle, army ace, who after stepping out of his falling plane 3000 feet above the ground yesterday, returned to the airport and put a strange plane thru a series of thrilling stunts.

Jimmy's Plane's Junk

BUT LIEUTENANT DOOLITTLE'S SAFE VIA 'CHUTE



LIEUT. JAMES
"JIMMY" DOOLITTLE
AS HE GOT INTO
PLANE BEFORE
2,000 FOOT
CRASH.



TWO FAMOUS FIGURES IN
AVIATION CIRCLES -
D.S. INGALLS, Ass't Sec'y
of the Navy, and COL
LINDBERGH, himself



ALL THAT WAS LEFT OF THE PLANE.



NINE NAVY "HIGH HATS" PICTURED WITH A CLOUDLESS SKY FOR A BACKGROUND

Someone, Mr. Euclid, perhaps, proposed a theorem around the idea that a straight line is the shortest distance between two points, but you cannot draw an absolutely straight line. However, here's a fairly accurate effort on the part of some navy pilots. These are the navy "High Hats" flying in formation above the airport. In the photo below is shown a section of the air race crowd doing a little gazing. The result of this, after a short time, is neck strain and then the liniment.



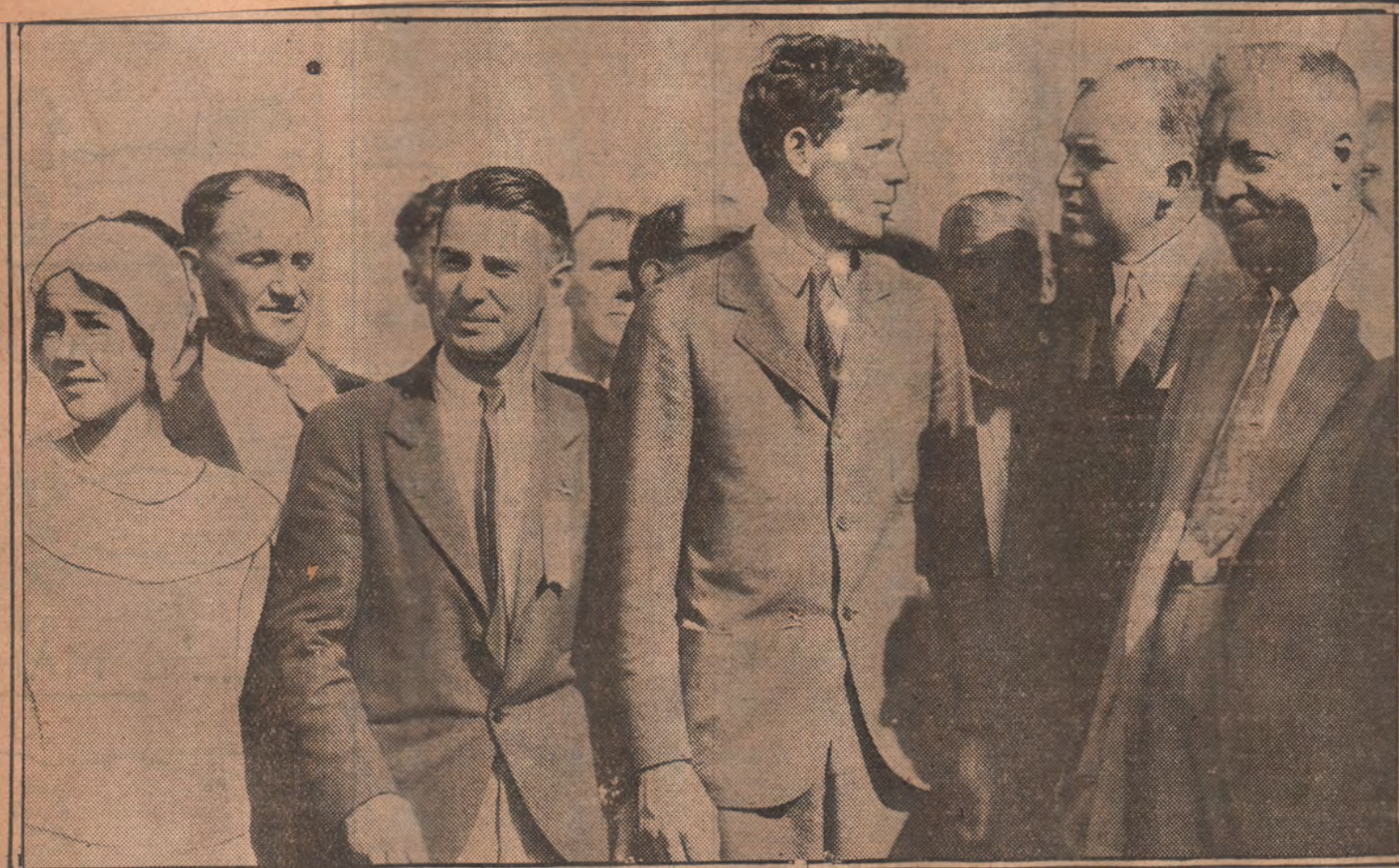
*Great Crowds Are Thrilled
at Air Races in Cleveland*

MIGHTY THROUNGS have crowded Cleveland's airport to see the national air races, which continue through tomorrow, but, thus far, the greatest crowd was on the scene Wednesday. In the afternoon the United States Navy's dirigible, Los Angeles (pictured above), visited the airport as did the Graf Zeppelin late at night.

Pacific & Atlantic Photos, Inc.



Lindy Poses With "High Hats"



AIR AMBASSADORS OF GERMANY AND AMERICA MEET. Left to right: Mrs. Charles A. Lindbergh, Clifford W. Henderson, Col. Charles

A. Lindbergh, William P. MacCracken, jr., Dr. Hugo Eckener and P. W. Litchfield. Col. Lindbergh saw Dr. Eckener off to Akron in a blimp before going up with his two High Hats.

Lindy, Al, Jimmy, Aces of Air Thrills, to Go Limit Today

Army, Navy to Allow Crack Stunt Flyers to Open Bag of Tricks; Women to Show More Stuff Sunday.

BY DON K. RENNELS

Lindy . . . Al . . . and Jimmy!
Might as well call it master skymen's day and be done with it.
For, with these three super-thrill artists performing, national
air race fans today are promised the fattest bag of peanuts
they've ever bought for a nickel.
Lindy . . . Al . . . and Jimmy.
Three names that spell sky magic.
Let's identify them—
Lindy doesn't require it, of course. Al is the nation's speed
king and crack ace of the U. S. navy. Jimmy is the same thing

A full page of entertaining air meet pictures on page 3
in this edition. Your friends at home or in other cities will
enjoy seeing them. Why not mail The News home every day?

for the U. S. army that Al is for the navy—maybe a bit better
known as a stunt flyer. Speed is Al's long suit.

So there you are.

Colonel Charles A. Lindbergh . . . Lieutenant Alvord J. Wil-
liams . . . Lieutenant James Doolittle!

To belie Jimmy's last name, they'll do much.

They'll take the air this afternoon—Al at 3:30, Lindy at 5:10
and Jimmy at 5:30—out at the airport and for the first time in
history dump their complete bags of tricks before the same
audience.

Floyd J. Logan, chairman of the race committee, made final
arrangements for the appearance of the three shooting stars.
He spent a great part of yesterday and last night on the tele-
phones, calling the navy and army departments in Washington
and announced at 11 p. m. that he had obtained permission for
Al and Jimmy to put on their show today.

LINDY CONTINUES STUNTING

Lindy has been performing each afternoon since last Tues-
day, and will go up until the meet ends tomorrow afternoon
which, incidentally, is "Akron Day."

Lindy will zoom off the dusty field with two companions—
Lieutenants Frank O'Beirne and F. N. Kivette of the navy's "Nine
High Hats." Al and Jimmy will do their stuff alone.

The three human loons—nothing uncomplimentary intended
—will occupy but a few minutes of a nine-hour program. Be-
cause of the many postponed events, today's aerial festivities will
begin at 9:40 a. m. and end when they end. That may be some-
thing past 6:30.

It might be pointed out that all
of the above things will happen if
it doesn't rain too much. The
weatherman says "showers Sunday."
The meet will be on, showers or no
showers. But whether Lindy, Al and
Jimmy would care to flip their con-
trol sticks about in a driving rain-
storm is another matter.

We'd hate to predict anything.
Ho hum—let's see—what else?

Women to Perform, Too.

Oh, yes, the women. There's an-
other Australian pursuit race for the
feminine flyers and if it's as
much fun as yesterday's, well, it'll
be fun, that's all.

There's nothing snailish about the
manner in which they dash about the
three pylons of the three-corn-
ered course, either. Yesterday
afternoon, for example, Gladys
O'Donnell bulleted through the
dust-coaked ozone at the rifling
rate of something more than 140
miles an hour.

Maybe it would be a good idea to
make it Lindy . . . Al . . . Jimmy
. . . and Gladys.

Paul Wurtsmith—a young second
lieutenant of the army air corps—
today holds the speed record for the
course so far as this meet is con-
cerned. He won the John L. Mitchell
trophy by traveling 152 point some-
thing miles per hour.

Note that the meet-record for
speed events—152 point some-
thing—is just a few miles an hour faster
than Mrs. O'Donnell traveled.

While Lieutenant Wurtsmith and
Mrs. O'Donnell were walking away
with speed honors, Charles V. Hol-
man—"Speed"—to his friends—was
stunting away with other honors.





LT. E. CHOURRE AT THE MIKE
ANNOUNCING FOR
VF-13
CLEVELAND



VF-13
→

LT E. CHOURRE



Frank Baird
Lieut (jg) USA

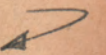
J. M. Switt
Lieut (jg) U.S.N.

Charles A. Lindbergh

L. G. Gelles
USA



VF-1B



JEFFERSON CITY
Mo.

21 NAVY PLANES

FORCED DOWN HERE

THREE LAND ON THE OSAGE AND MISSOURI

Ships En Route From Cleveland to California Compelled to Stop Here Owing to Storm.

Nineteen U. S. Navy planes from the U. S. Saratoga, airplane carrier at San Diego, California, and en route from the Cleveland Ohio, air races to the Pacific coast, came down at Jefferson City at shortly after 4 o'clock yesterday afternoon after they had encountered a severe storm west of this community. Two others in the group, both amphibians, were forced to land in this vicinity, one on the Osage River ten miles east of here and the other at Bonnots Mill on the Missouri River, about 20 miles east.

The group, in charge of Lieut. Commander H. C. Wick, one of the outstanding flyers in the nation, left Cleveland at an early hour yesterday morning for San Diego. They arrived at Scott Field, Illinois, soon after noon and took off

afterwards for the Kansas City airport, where a reception had been planned in their honor. They had indicated at Scott Field, however, that if storms interfered they would stop at the Capital City.

The planes, eighteen fighting land ships and the three amphibians, passed over this city at shortly after 4 o'clock en route for Kansas City but when near Sedalia it was deemed advisable to turn back owing to the heavy rain and lightning ahead. In the return journey the three amphibians were separated from the eighteen land ships, all of which were able to land safely at the local airport across the river.

One of the amphibians arrived here shortly in the rear of the eighteen land planes, which were flying in formations of nine each, and made a safe landing on the Missouri River near the bridge. The other two, lost for an hour or so, journeyed back eastward and one landed on the Osage River near the Osage Bridge while the other finally stopped at Bonnots Mill on the Missouri.

Fear was held for the pilots and passengers of the two amphibian for more than two hours here last night by the other members of the Saratoga's flying fleet and great relief was evidenced when the fliers finally arrived here at a late hour and told of their wanderings.

None of the ships met with any mishap in this vicinity and all of the flying officers in charge highly praised the Jefferson City airport, declaring it to be excellent in every respect.

Last night a large number of airport employes were busy refueling the eighteen planes at the local field and the amphibians scattered in various sections. More than nine hours were spent putting the ships in condition again and they will take off again at dawn this morning for Kansas City and the Pacific coast.

Commander H. C. Wick, who is in charge of the squadron, plans to refuel at Goodland, Kansas, late today and hopes to be able to reach Denver, Colorado, by nightfall. The final leg of the return homeward journey will be made on Friday.

Jefferson City was host last night to a very distinguished group of navy fliers, all of whom have distinguished themselves in various ways in the air service. They were members of the V. F. I.—the oldest fighting airplane squadron in the United States Navy, all members being seasoned veterans with many hours in the air.

Nine of the twenty-one fliers were members of the famous "Nine High Hats," who staged all of the sensational flying stunts at the Cleveland air races during the last few days. All have received various medals and other material recognition of their skill.

SQUADRON OF NAVAL AEROBATS COMING TO DENVER NEXT WEEK

U. S. CUTTER RESCUES SHIPWRECKED CREW FROM ALASKA ISLE

St. Paul Island, Bering Sea, Aug. 31.—(By Associated Press.)—All members of the crew of the ill-fated trading schooner Elisif have been rescued by the United States coast guard cutter Northland which Saturday wirelessly that it was taking them to Nome.

The Northland picked up the Elisif crew on Little Diomedes island in Bering straits. The twenty arctic castaways were all well after their 520-mile trip in small boats from the northern Siberian coast, where the Elisif was beached, a total loss.

Only two gallons of drinking water was left and a few provisions when the Northland picked up the men. They had started out in four boats, but had only two launches and the clothes on their backs when they were rescued.

Commander Wick, in Response to F. G. Bonfils' Invitation, Telegraphs That Twenty-One Fighting Planes Will Arrive Probably Thursday.

(By JAMES W. IRWIN.)

The nation's greatest aerial show will be put on for Denver and Colorado residents about Sept. 5, when Combat Group No. 1, United States navy air service, will visit the city on its way home to Dan Diego, Calif., from the national air races at Cleveland, O.

The group of twenty-one fighting planes was invited to visit Denver by F. G. Bonfils, publisher of The Denver Post, so that residents of this vast mountain region may see for themselves what Uncle Sam's naval air force is doing to protect his possessions.

In a telegram received by Mr. Bonfils Saturday noon, Lieut. Com. H. C. Wick, commanding officer of the group, said his personnel of twenty-five commissioned officers and enlisted men will be delighted to visit Denver.

His telegram follows:

"F. G. Bonfils,
"The Denver Post,

"Appreciating your interest and the interest of the state of Colorado in naval aviation, it will be distinct pleasure to bring navy fighting plane squadron No. 1 thru Denver on or about Thursday, Sept. 5. You will be notified at least twenty-four hours in advance of our expected arrival.

"LIEUT. COM. H. C. WICK, U. S. N.,
"Commanding."

NOTED FLYERS IN SQUADRON.

Commander Wick's fighting squadron numbers among its personnel the noted naval aerobats, the nine "high-hats" of the navy who have accomplished the most daring stunts in aviation history. The aerobats, under the direct command of Lieut. L. E. Gebres, put on the most thrilling flights staged at the National Air Races which closed Saturday at Cleveland.

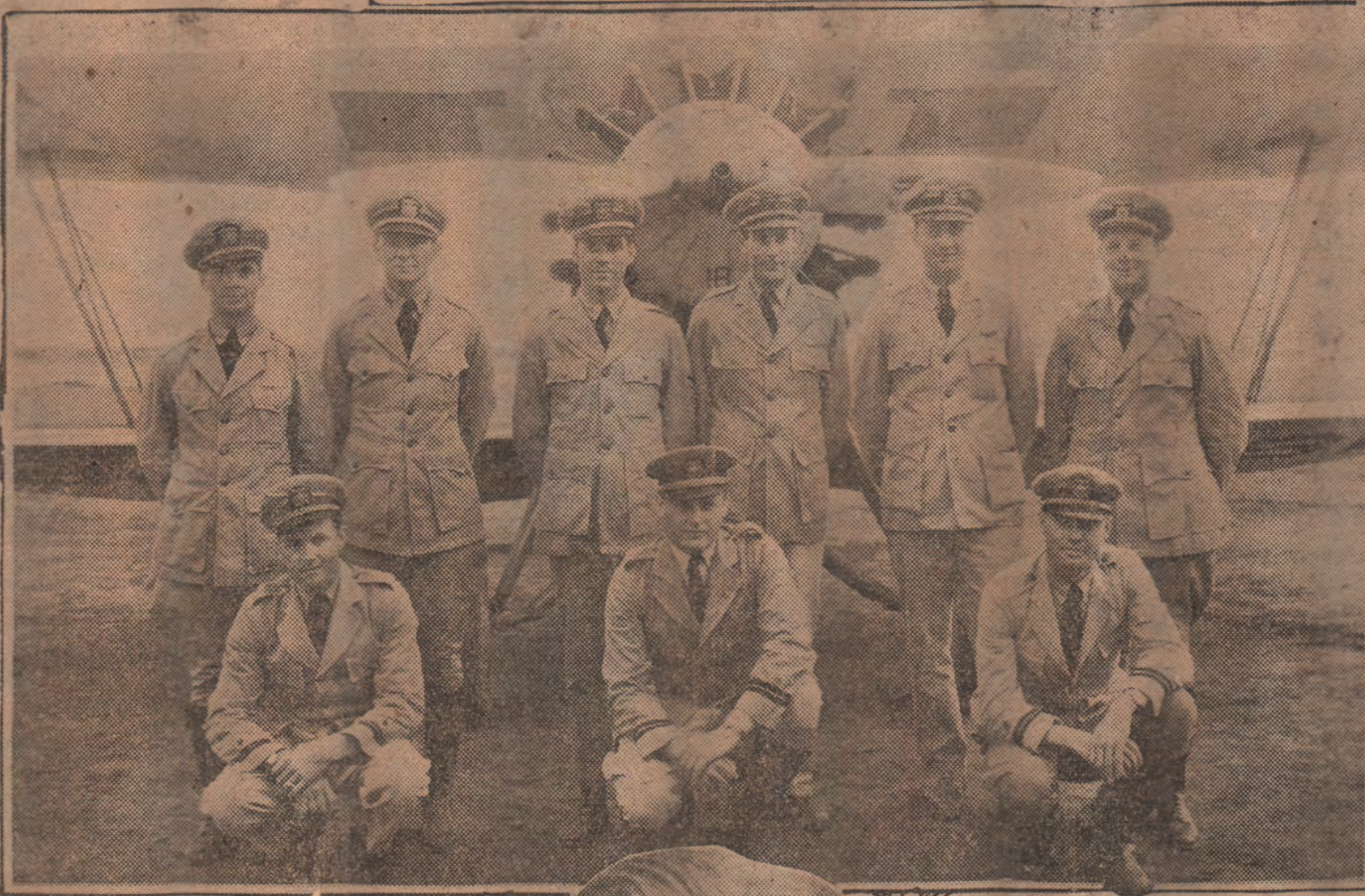
Of the twenty-one ships in the fighting squadron, eighteen are single-motored Boeing pursuits, each of which is capable of close to 200 miles an hour, and carries two machine guns and a light bomb.

The remaining three ships are Si-

(Turn to Page 5—Col. 1.)

Denver to See Noted Flyers

Naval Combat Group No. 1, based at San Diego, Calif., will visit Denver about Sept. 5 at the invitation of F. G. Bonfils, publisher of The Denver Post. The nine aerobats, known as the navy's "high-hats," are in this group. The top picture shows the nine daring stunters; lower row, left to right, Lieuts. L. C. Sutton, L. E. Gehres, chief aerobat, and J. E. Fate. Top row, left to right, Lieuts. G. F. Mundorff, C. K. Lankford, F. O'Beirne, T. N. Kivette, W. H. McMullen and C. W. McCluskey. Below, Lieut. Commander H. C. Wick, commanding officer of the squadron of 21 planes—18 combat pursuits and 3 giant Sikorsky amphibians.



SATURDAY, AUGUST 31, 1929

THE DENVER POST—FIRST IN B

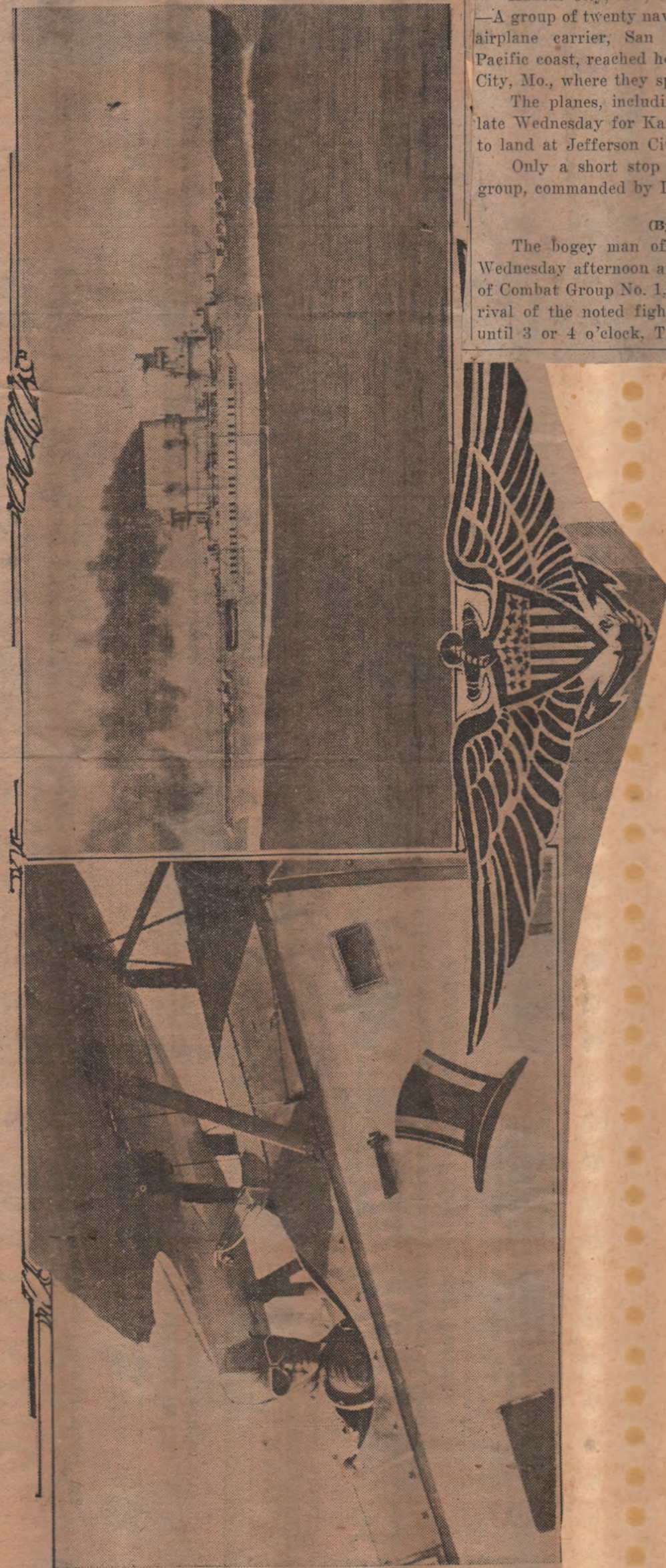
NAVAL AEROBATS TO VISIT

DENVER NEXT WEEK

Uncle Sam's Best Arrive Thursday

The twenty-one planes and forty-five officers and men of Combat Group No. 1, naval air service, will fly into Denver Thursday morning. Nine of the flyers are known as the navy's "high-hats" because of their stunting and the silk toppers painted on their planes. Col. Charles

A. Lindbergh is shown in the top left picture in one of the "high-hat" planes, which he flew at the national air races. Top, right, the aircraft carrier Saratoga, home of Combat Group No. 1. Below, the nine acrobats in "company front" formation in midair. Inset, Lieut. Commander H. C. Wick, commanding officer of the crack fighting squadron. The naval air service insignia is centered in the pictures.



Planes Will Reach City at 3 or 4 o'Clock Thursday And Prolong Visit Until Saturday Morning; Stunt Show to Be Given Friday.

Kansas City, Mo., Sept. 5.—(By International News Service.)—A group of twenty navy planes attached to the U. S. S. Saratoga, airplane carrier, San Diego, en route from Cleveland to the Pacific coast, reached here at 8:30 a. m. Thursday from Jefferson City, Mo., where they spent the night.

The planes, including two amphibians, left Scott Field, Ill., late Wednesday for Kansas City but a severe storm forced them to land at Jefferson City.

Only a short stop was made here for refueling before the group, commanded by Lieut. Com. H. C. Wick, left for the coast.

(By JAMES W. IRWIN.)

The bogey man of aviators, Old Man Weather, stepped in Wednesday afternoon and early Thursday to disrupt the schedule of Combat Group No. 1, United States naval air service, so the arrival of the noted fighting squadron in Denver will be delayed until 3 or 4 o'clock, Thursday afternoon.

The gale blew some good toward Denver, however, for instead of stopping only until Friday morning at daylight, the squadron will remain at Lowry field until dawn Saturday, when it will take off for Cheyenne, Rock Springs and Salt Lake City.

The sensational flying stunts by the nine daring aerobats will be staged at 3 o'clock Friday afternoon at Lowry field. Instead of a curtailment of the program in honor of Naval Air Service day, which now has been postponed to Friday, Coloradans will see a longer and better exhibition in every way.

The naval squadron, coming to Denver at the solicitation of F. G. Bonfils, publisher of The Denver Post, Gov. William H. Adams and United States Senator Charles W. Waterman, ran into a terrific storm Wednesday afternoon a short distance west of St. Louis, Mo., on its flight to Kansas City, Mo.

Unable to battle the gale without risking the lives of his men, Lieut. Commander H. C. Wick, commanding officer, ordered a landing at Jefferson City, Mo. Two big twin motored amphibians were unable to reach Jefferson City, one landing in the Osage river and another in the Missouri river.

Commander Wick sent the following message to The Post:

"Severe winds and rain forced down naval detachment at Jefferson City (Turn to Page 4—Col. 1.)"

AEROBATS' ARRIVAL SLIGHTLY DELAYED BECAUSE OF STORM

(Continued From Page One.)

at 5:30 Wednesday afternoon. Two amphibians forced to turn back to St. Louis.

"Weather permitting, squadron will leave here about 6 o'clock Thursday

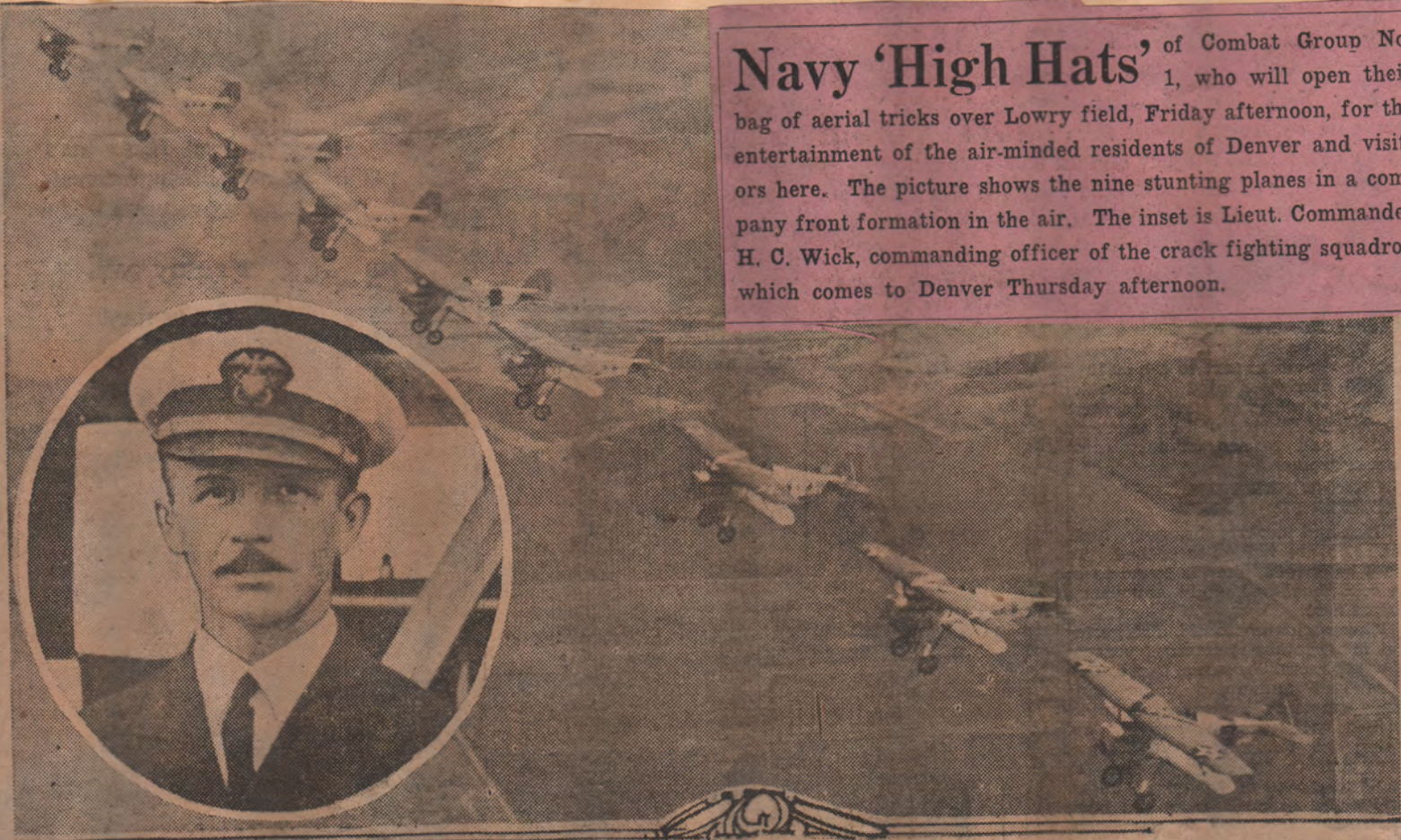
morning, arriving in Denver between 3 and 4 in the afternoon, and will fly over city before landing at Lowry field.

"Squadron will remain in Denver Friday, leaving early Saturday morning for Cheyenne, Rock Springs and Salt Lake City.

"The nine aerobats will perform Friday afternoon and we will all cooperate in every way on Friday for the success of Naval Air Service day.

"Nobody deplors the delay more than we all do."

NAVAL AEROBATS FIGHT STORM, ARRIVAL IN DENVER IS DELAYED



Navy 'High Hats' of Combat Group No. 1, who will open their bag of aerial tricks over Lowry field, Friday afternoon, for the entertainment of the air-minded residents of Denver and visitors here. The picture shows the nine stunting planes in a company front formation in the air. The inset is Lieut. Commander H. C. Wick, commanding officer of the crack fighting squadron which comes to Denver Thursday afternoon.

DELAYED AIR CIRCUS SET FOR SUNDAY AFTERNOON

(By JAMES W. IRWIN.)

Given a fifty-fifty break by the weather, Combat Group No. 1, United States naval air service, now at Lowry field, Denver, will put on its widely heralded aerial circus Sunday afternoon between 3 and 4 o'clock.

Lieut. Commander H. C. Wick, commanding officer of the squadron, Saturday night received permission from Admiral Butler, commander of the aircraft squadrons, to delay his stay in Denver long enough to prevent disappointment of the thousands of residents of Colorado who have been waiting for three days for the weather to lift so that the huge aerial armada can stage the program planned for Denver.

Commander Wick telephoned his base at San Diego, Calif., Saturday urging that the squadron be allowed to stay at Lowry field until the program is carried out.

Checking constantly with the government weather bureau in Denver, Commander Wick said Saturday evening that the outlook for Sunday afternoon appeared favorable.

Indications, he said, are that there is an even chance for a break in the rain and fog Sunday morning. Sleet and snow have been falling in the mountains on the transcontinental airway west of Cheyenne and with indications for a cold spell Saturday night, forecasters believed the pall of fog which has enveloped Denver and most of eastern Colorado since Thursday morning will lift.

THOUSANDS INSPECT SHIPS.

New developments in the weather situation and in plans for the flight will be broadcast from station KOA at 10:45 a. m. Sunday by The Denver Post.

Lowry field was visited Saturday (Turn to Page 9 —Col. 3.)

Greater RKO season now being celebrated at Orpheum. See ad.

**FLEET IS DUE
BETWEEN 2:30
AND 4 O'CLOCK**

Thrilling Stunt Show Will
Be Staged on Friday
Afternoon.

**DENVER PROGRAM
OF AEROBATS**

ALL the air-minded people of Denver, and that means everybody in the city, will want to see the famous Aerobats in their sensational air show at Lowry field, Friday afternoon at 3 o'clock. In the first place, Combat Group No. 1 of the naval air service, which arrives here Thursday afternoon, is the largest air group this city has ever seen. The Aerobats of this detail, who are second to none in sky-stunting, will put on the most thrilling exhibition ever seen in this part of the country.

WILL GIVE SATURDAY

THURSDAY, SEPTEMBER 5, 1929

THE DENVER POST

PLANES LINKED BY CABLES

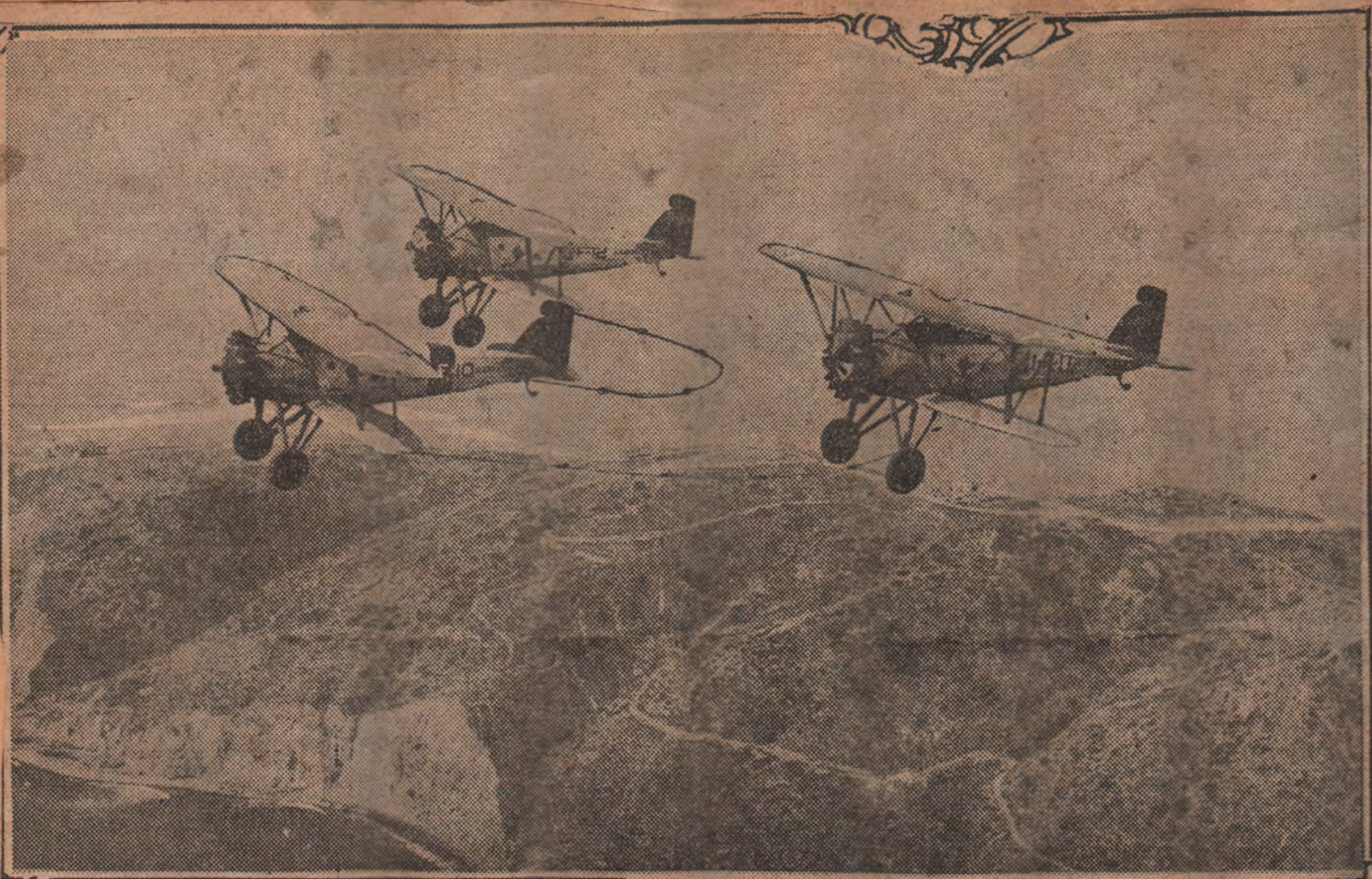
—FIRST IN EVERYTHING

The Post Phone—Main 2121

3

WILL FLY IN AEROBAT CIRCUS





The commissioned officers of Combat Group No. 1, naval air service, are shown above in front of one of the twenty-one planes which will visit Denver. Lower row, left to right—Lieuts. C. R. Ironmonger, G. F. Mundorff and F. C. Sutton, Lieutenant Commander H. C. Wick, commanding officer; Lieut. L. E. Gehres, second in command and leader of the nine aerobats; Lieuts. J. E. Fate and C. W. McCluskey. Top row, left to right—Lieuts. C. Briggs, E. R. McLean, C. K. Lankford, J. S. McClure, H. J. Bran, W. W. Harvey, T. N. Kivette, F. O'Beirne and W. H. McMullen.

NAVY'S DARING SKY FIGHTERS

TO VISIT DENVER

AEROBATS EN ROUTE

TO DENVER

FORCED DOWN

BY BIG STORMS

**Nine 'High Hats' Stalled
at Springs, Six Others
Being Held at Deertrail**

Two Planes Down at Pueblo, One at Goodland, One Unaccounted For and One Is Between Goodland and Denver

Stormy and hazardous weather conditions forced the advance guard of the navy's "High Hats"—Combat Group No. 1, U. S. N.—to the ground at Colorado Springs Thursday afternoon, preventing their scheduled appearance over Denver.

Six more of the big combat group were forced down at Deertrail, Colo., after having taken off from Goodland at 1:55 in the afternoon. The six were under command of Lieutenant Tate, and were Nos. 10, 11, 12, 17, 18 and 19 of the squadron.

Two more of the group landed at Pueblo for the night and another remained at Goodland, Kan., airport. One ship was reported en route to Denver at 5 o'clock and another was unaccounted for at that hour.

To the great regret of Commander H. C. Wick, who was leading nine of the crack bombers to Denver and who expressed keen disappointment at not being able to hold to the schedule, terrific electrical storms caused the flyers to seek the first possible landing field, seventy-five miles from their intended destination.

After leaving Goodland, Kan., at 1 o'clock, the high hats bumped into bad weather. They were driven far to the south in their endeavor to escape the wind and rain, and attempted to swing northward via Colorado Springs.

After passing the Springs, however, they ran into even worse weather in the vicinity of Palmer Lake, and

were finally ordered to wheel around and seek a landing at Alexander field, where they came to earth at 3 o'clock.

The Denver weather bureau advised The Post and the flyers that to attempt to continue the flight to Denver would be extremely hazardous and might cost lives. The final leg of the flight, therefore, was postponed until Friday.

ELEVEN AEROBATs FORCED DOWN ON WAY FROM SPRINGS TO DENVER

That Old Time Navy Spirit showed again when Lieut. J. R. Tate guided five brother pilots of the naval aerial armada safely into Lowry field. The picture shows, first row, left to right—Ensign F. S. Ralph, Maj. Bruce Kistler, in charge of Lowry field; Lieutenant Tate, Lieut. Vic Beau, Lowry field instructor; Lieut. C. W. McClusky. Back, left, right—Lieut. E. R. McLean Jr., Ensign W. H. McMullen, Lieut. M. E. Arnold.



TEN SHIPS LAND IN FIELD NEAR PARKER

Eleventh Machine, on Way Here From Springs, Is Forced to Land Near Castle Rock—Six Already Are in City and Two at Goodland, Kansas.

Ten pursuit ships of the naval air squadron under Lieut. Commander H. C. Wick were "down" in a hayfield two and one-half miles northwest of Parker, Colo., at 1:30 Friday afternoon and an eleventh plane, which started for Denver with the squadron from the Alexander airport at Colorado Springs, shortly before noon, was forced down ten miles east of Castle Rock after becoming separated from the group.

Sutton became separated from the squadron shortly after the eleven planes had negotiated the jump over the continental divide at Palmer Lake and had been forced to bear east by a sudden rain squall and accompanying clouds

Reporting from the telephone exchange at Parker, twenty miles southeast of Denver by airline, Lieutenant Commander Wick said the "ceiling" there was "about seventeen feet."

He assured The Post that "just the minute the clouds lift so we can see each other in the air we will 'boil' on into Denver to do our stuff for the people who have so patiently awaited our coming."

The planes were piloted out of Colorado Springs by "Red" Mosier, chief pilot for the Alexander Aircraft company, who descended with the ten other planes near Parker when the clouds closed in around them.

Six of the planes were at Lowry field, which they reached late Thursday evening after having been forced down for a time at Deertrail, Colo., and the remaining two making up the complement of twenty, were at Goodland, Kan., awaiting more favorable weather conditions before attempting the hop to Denver.

Plans for the Friday afternoon aerial show and the incidental entertainment of the officers and men of the squadron naturally were in abeyance because of the difficulties "promoted" by the weather.

The storm which grounded the planes Thursday and contrived to keep them on the ground or pretty close to the ground, again Friday was one of the worst September disturbances in years.

Commander Wick's detachment ran into a storm Thursday afternoon at 1 o'clock, shortly after leaving Goodland, where the ships were re-

(Turn to Page 5—Col. 1.)

(Continued From Page One.)

fueled. The gale and electrical storm drove the ships south and when Wick saw there was no hope of getting into Denver, he ordered the planes to land at Colorado Springs.

A scout plane then was sent north to Palmer Lake to see if there was any chance of the low ceiling lifting enough to permit passage over the dangerous crags on the "hump" between the Springs and Denver. When the northbound Western Air Express mail plane could not get thru, the naval planes were secured for the night and the commander and his officers put up at the Cliff House, Manitou.

TWO PLANES ARE DRIVEN INTO PUEBLO.

Sutton and Munderff left Goodland together and ran into terrific winds and lightning disturbances and drove steadily southward, landing at Pueblo just before dark.

The amphibians commanded by Chourre and Lankford started for Denver but could not pierce the black clouds and put back to Goodland.

Tate's detachment of six planes attempted to plunge thru the murk, but when lightning began crashing around his ships, he "waggled" his wings and signaled for an emergency landing in a wheat field near Deertrail, fifty-nine miles east of Denver. Lieut. Victor Beau, army air corps officer stationed at Lowry field, and Lieut. Fred Junk, engineering officer, took off for Deertrail shortly before 6 o'clock, landed and told Tate the planes could come on in to Lowry field.

When the seven ships zoomed and dragged the field amid the twinkling of the boundary lights and the roving stare of the beacon, there were still several thousand spectators on the ground who had waited since 3 o'clock in the afternoon.

Tate and his men were taken immediately to the home of Mr. and Mrs. Charles Boettcher II and then to the Brown Palace hotel. They were cold, soaked to the skin and unshaven after driving thru 800 miles of "dirty" weather from Jefferson City, Mo., where a storm grounded the entire squadron Wednesday afternoon.

ALL OF SHIPS AND MEN ARE ACCOUNTED FOR.

Fortunately, all of the ships and men were accounted for before dark, and not even a landing wheel was damaged. One amphibian in charge of Chief Gunners Mate Alexander is on its way to Kansas City from Jefferson City, navy officials said.

Commander Wick telephoned The Denver Post Friday morning that if the weather gives him a two-to-one break, the nine ships at Colorado Springs and the two at Pueblo will come on in to Denver. The weather outlook, he said, was far from favorable.

Lieutenant Chourre reported that a pall in the northwest, a driving rain, and poor visibility would prevent the two amphibians from taking off. He will await, he said, arrival of the passenger plane from Denver and if the pilot reports favorable flying, the amphibians will fly into Denver.

Wick said that if the ships are unable to put on the circus Friday, the squadron will remain over Saturday, provided Rear Admiral Moffett, chief of the naval bureau of aeronautics, sends his approval. The motors of the ships need checking, Wick said, and he hopes to be able to remain long enough in Denver for the mechanics traveling in the big amphibians to put in a full day overhauling the many motors of the squadron.

AMPHIBIAN PLANES HELD AT GOODLAND BY STORM CLOUDS

Goodland, Kan., Sept. 6.—Continuous rain from gray, low-hanging clouds held two naval amphibian airplanes to the ground here Friday. The planes, in command of Lieutenant Chourre, were scheduled to take off at 6 o'clock for Denver, but on account of low visibility postponed the takeoff until 10. At that time the weather was no better and the planes intended to remain until the weather clears.

HUNGRY AEROBATS ENJOY BOETTCHER FEAST AT HOTEL

"What a feed! If I ate any more no plane in the world could lift me." Such was the unanimous verdict of the six naval aviators who reached Denver, Thursday, after they had been the guests of Charles Boettcher II at a late dinner in the Brown Palace hotel.

Tired and hungry after fighting their way thru bad weather most of the way from Jefferson City to Denver, the six aviators found Mr. Boettcher a prince of hosts.

In addition to the naval men, a number of Denver's foremost flyers, including Maj. Bruce Kistler and Lieut. Victor Beau, were guests of Mr. Boettcher at the dinner.

FLYERS TO BE DINNER GUESTS OF F. G. BONFILS

Banquet Will Be Held at Brown Palace Hotel Thursday.

Grouped about a banquet table in the Brown Palace hotel Thursday night will be the greatest assemblage of flyers ever brought together in the Rocky Mountain west.

They will be the guests of F. G. Bonfils, publisher of The Denver Post, who is entertaining in honor of the twenty-one commissioned officers of Combat Group No. 1, United States naval air service, which is due to land at Lowry field late Thursday afternoon from the east.

The guests will be a mixed group of army and navy officers, many of whom will renew old friendships started in government air posts in far off possessions.

VISITS MOTHER

Pilot Drives Thru Fog, Wind and Darkness to Fill 'Old Man's' Order

(By DONNA RISHER.)

"The old man told me to highball 'em thru. So I just kicked her in the pants and thru the blackness we went."

Thus the old "navy spirit" cropped out in the recounting the difficulties overcome when Lieut. J. R. Tate, known to his comrades as "the flying son-of-a-gun," and the only pilot in command who successfully brought his section of the naval aerial armada to Lowry field on the day scheduled, climbed out of his plane, wet, hungry, but in fine spirits.

"The boys following me thought I had gone crazy," he said. "I looked back, that is whenever it was possible for me to see them, and they were wagging their wings and making all sorts of signals."

"But I kept on going. The skipper said we would make Denver by 3 o'clock Thursday afternoon when we left him at Jefferson City, Mo. He told me to highball 'em thru, and I did my best."

Anybody that would ask any more from the young pilots of the navy than that would want to be rich as well as beautiful.

The "old man," and "the skipper" are the affectionate terms the boys use for Lieutenant Commander Wick, who is in charge of the entire armada.

The commander and the boys get along fine together, and the young pilots speak glowingly of their leader.

Tate said at times between Lamar and Deertrail he was flying a few feet above telephone wires.

"It was awful," Tate declared. "The only map I had would have made good padding under a carpet. It didn't show anything. The only thing I knew about Colorado was

that there were mountains around Colorado Springs.

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"And those who are not Mc's," said Tate, "are Irish by descent. Which is, if you ask me, a darned good thing for the navy."

THESE SIX 'HIGH HATS' BATTLED STORM

The picture shows the six "ships" under command of Lieut. J. E. Tate, which reached Denver 1 were "on the line" at Lowry field, Friday



VICTOR BEAU LEADS AEROBATS THRU RAIN AND FOG TO DENVER

Lieut. J. R. Tate, Commander of Six Naval Planes, Glad to Get to Lowry Field From Deertrail, Where He Had Planned to Spend Night.

(By L. A. CHAPIN.)

"It seems as tho I have been flying thru rain all my life. We're from the navy so we don't mind flying over water, but flying with it all around you—that's a job the army can have if it wants it."

Lieut. J. R. Tate, commander of the six Boeing naval planes which arrived in Denver Thursday, made that comment as he swung his weary legs out of the cockpit of his single-seated fighter at 6:20 p. m. at Lowry field Thursday.

Then grabbing Lieut. Victor Beau, crack Colorado National Guard flyer, around the shoulder he continued: "Here's the man who brought us here and I'm sure glad we came. We wouldn't like to disappoint you Denver folk."

Lieutenant Beau, when he heard that the six fighting planes under Lieutenant Tate had been forced down at Deertrail jumped into a National Guard bomber, tore holes thru the fog and low-hanging clouds between Lowry field and Deertrail and advised Lieutenant Tate that he would lead the naval brood into Denver if the visitors wished to take the air again.

BIG CROWD STAYS TO GET A THRILL

That is why a couple of thousand aviation enthusiasts who refused to leave Lowry field after waiting for nearly four hours in the drizzle of Thursday afternoon were not disappointed and received one of the biggest thrills of their lives when their patience finally was rewarded by the arrival of the six planes.

Earlier in the day before news was received that the storm east of Denver had scattered the naval flyers into several different groups which had been forced down at various points, one of the largest crowds ever assembled at a local air field was on hand to greet the crack navy men.

Automobiles covered all the points

of vantage around the field. Hundreds of cars were parked in an open field south of Lowry field.

But when it became uncertain whether or not any of the naval aviators would be able to reach the city, the crowd began dwindling. By 6 p. m. only a couple of thousand of the most enthusiastic air fans remained in the faint hope of getting a glimpse of the famous naval squadron.

CROWD EAGER TO SEE AEROBATS.

Then a flash from the office of The Denver Post reached the field.

"They've taken off from Deertrail and Lieutenant Beau will lead them in to Lowry field," was the flash.

Quickly the word spread thru the expectant crowd. Eyes were directed eagerly to the cloud hung eastern horizon.

Then a speck appeared to the east. "That's them!" shouted an adolescent enthusiast.

"No, it must be a bird. It's too low for a plane," said an older member of the crowd. He didn't suspect that the flying ceiling was only a little more than 100 feet high on account of the clouds.

But the speck got larger. Now the waiters could make out the brilliant yellow of the guard bomber's wings.

BEAU BROUGHT THEM THRU SAFELY.

Then another shout. Three more specks against the horizon. An instant later three more. Lieutenant Beau was bringing the naval brood to shelter.

Cutting his roaring engine to a whisper, Lieutenant Beau brought his bomber to a beautiful landing. It was just beginning to get dark. The lights around the field were switched on.

In groups of three the naval planes circled the field once. Then Lieutenant Tate led the way to the ground. A shout went up as he set his ship down and taxied up in front of the big hangars.

The last to leave Jefferson City, Mo., Lieutenant Tate was the first to reach Denver.

"The rest of them went off and left us this morning," the bronzed flyer grinned as he reviewed the experiences of the day.

"On these cross-country trips we fly in groups of three. Two planes of our group had some engine

any such animal, as nearly as I could figure.

"We didn't pick Deertrail as a landing place. It just came along about fifteen minutes after we hit the hard rain. About two miles from town I saw what had been as dandy a field of wheat as you would care to see. It had been cut, of course.

"I gave the boys the signal and we landed. It was a bit soggy, but not bad. We had taken out our engine covers and were preparing to spend the night when Lieutenant Beau came along in his big bomber.

"He's the man who brought us here. We didn't want to disappoint you folk but this country is new to us and we didn't know what was ahead until Lieutenant Beau offered to lead us in."

The flight of the naval squadron to Cleveland to the air races and back thru Denver to San Diego is the first such flight across land the navy has ever undertaken, Lieutenant Tate revealed.

trouble this morning on account of the rain—Ensign McMullen's plane and mine.

"Lieutenant McClusky, the other man in our group, had to wait for us. The others had been gone for more than two hours when we finally got off in a drizzling rain from Jefferson City.

"The ceiling was low. The clouds came down over the tops of the Missouri hills so we found the river and followed it all the way to Kansas City.

I flew with my throttle nine-tenths open and these other two boys were riding my wings all the way. At Kansas City we overtook a couple of those who had left Jefferson City before us.

"We refueled and took off again. We ran thru several rains but they didn't amount to much. At Goodland we overtook another group and were delayed for an hour and a half.

FOG, CLOUDS AND RAIN EVERYWHERE.

"Then we headed for Denver. More fog, clouds and rain. It had me worried. Then it just closed in around us. Rain in buckets. I looked at my map for an emergency landing field. I had to laugh. There wasn't

The amphibians commanded by Chourre and Lankford started for Denver but could not pierce the black clouds and put back to Goodland.

Tate's detachment of six planes attempted to plunge thru the murk, but when lightning began crashing around his ships, he "waggled" his wings and signaled for an emergency landing in a wheat field near Deertrail, fifty-nine miles east of Denver. Lieut. Victor Beau, army air corps officer stationed at Lowry field, and Lieut. Fred Junk, engineering officer, took off for Deertrail shortly before 6 o'clock, landed and told Tate the planes could come on in to Lowry field.

When the seven ships zoomed and dragged the field amid the twinkling of the boundary lights and the roving stare of the beacon, there were still several thousand spectators on the ground who had waited since 3 o'clock in the afternoon.

Tate and his men were taken immediately to the home of Mr. and Mrs. Charles Boettcher II and then to the Brown Palace hotel. They were cold, soaked to the skin and unshaven after driving thru 800 miles of "dirty" weather from Jefferson City, Mo., where a storm grounded the entire squadron Wednesday afternoon.

ALL OF SHIPS AND MEN ARE ACCOUNTED FOR.

Fortunately, all of the ships and men were accounted for before dark, and not even a landing wheel was damaged. One amphibian in charge of Chief Gunners Mate Alexander is on its way to Kansas City from Jefferson City, navy officials said.

Commander Wick telephoned The Denver Post Friday morning that if the weather gives him a two-to-one break, the nine ships at Colorado Springs and the two at Pueblo will come on in to Denver. The weather outlook, he said, was far from favorable.

Lieutenant Chourre reported that a pall in the northwest, a driving rain, and poor visibility would prevent the two amphibians from taking off. He will await, he said, arrival of the passenger plane from Denver and if the pilot reports favorable flying, the amphibians will fly into Denver.

Wick said that if the ships are unable to put on the circus Friday, the squadron will remain over Saturday, provided Rear Admiral Moffett, chief of the naval bureau of aeronautics, sends his approval. The motors of the ships need checking, Wick said, and he hopes to be able to remain long enough in Denver for the mechanics traveling in the big amphibians to put in a full day overhauling the many motors of the squadron.

AMPHIBIAN PLANES HELD AT GOODLAND BY STORM CLOUDS

Goodland, Kan., Sept. 6.—Continuous rain from gray, low-hanging clouds held two naval amphibian airplanes to the ground here Friday. The planes, in command of Lieutenant Chourre, were scheduled to take off at 6 o'clock for Denver, but on account of low visibility postponed the takeoff until 10. At that time the weather was no better and the planes intended to remain until the weather clears.

HUNGRY AEROBATS ENJOY BOETTCHER FEAST AT HOTEL

"What a feed! If I ate any more no plane in the world could lift me."

Such was the unanimous verdict of the six naval aviators who reached Denver, Thursday, after they had been the guests of Charles Boettcher II at a late dinner in the Brown Palace hotel.

Tired and hungry after fighting their way thru bad weather most of the way from Jefferson City to Denver, the six aviators found Mr. Boettcher a prince of hosts.

In addition to the naval men, a number of Denver's foremost flyers, including Maj. Bruce Kistler and Lieut. Victor Beau, were guests of Mr. Boettcher at the dinner.

FLYERS TO BE DINNER GUESTS OF F. G. BONFILS

Banquet Will Be Held at Brown Palace Hotel Thursday.

Grouped about a banquet table in the Brown Palace hotel Thursday night will be the greatest assemblage of flyers ever brought together in the Rocky Mountain west.

They will be the guests of F. G. Bonfils, publisher of The Denver Post, who is entertaining in honor of the twenty-one commissioned officers of Combat Group No. 1, United States naval air service, which is due to land at Lowry field late Thursday afternoon from the east.

The guests will be a mixed group of army and navy officers, many of whom will renew old friendships started in government air posts in far off possessions.

VISITS MOTHER

Pilot Drives Thru Fog, Wind and Darkness to Fill 'Old Man's' Order

(By DONNA RISHER.)

"The old man told me to highball 'em thru. So I just kicked her in the pants and thru the blackness we went."

Thus the old "navy spirit" cropped out in the recounting of the difficulties overcome when Lieut. J. R. Tate, known to his comrades as "the flying son-of-a-gun," and the only pilot in command who successfully brought his section of the naval aerial armada to Lowry field on the day scheduled, climbed out of his plane, wet, hungry, but in fine spirits.

"The boys following me thought I had gone crazy," he said. "I looked back, that is whenever it was possible for me to see them, and they were wagging their wings and making all sorts of signals."

"But I kept on going. The skipper said we would make Denver by 3 o'clock Thursday afternoon when we left him at Jefferson City, Mo. He told me to highball 'em thru, and I did my best."

Anybody that would ask any more from the young pilots of the navy than that would want to be rich as well as beautiful.

The "old man," and "the skipper" are the affectionate terms the boys use for Lieutenant Commander Wick, who is in charge of the entire armada.

The commander and the boys get along fine together, and the young pilots speak glowingly of their leader.

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that there were mountains around Colorado Springs.

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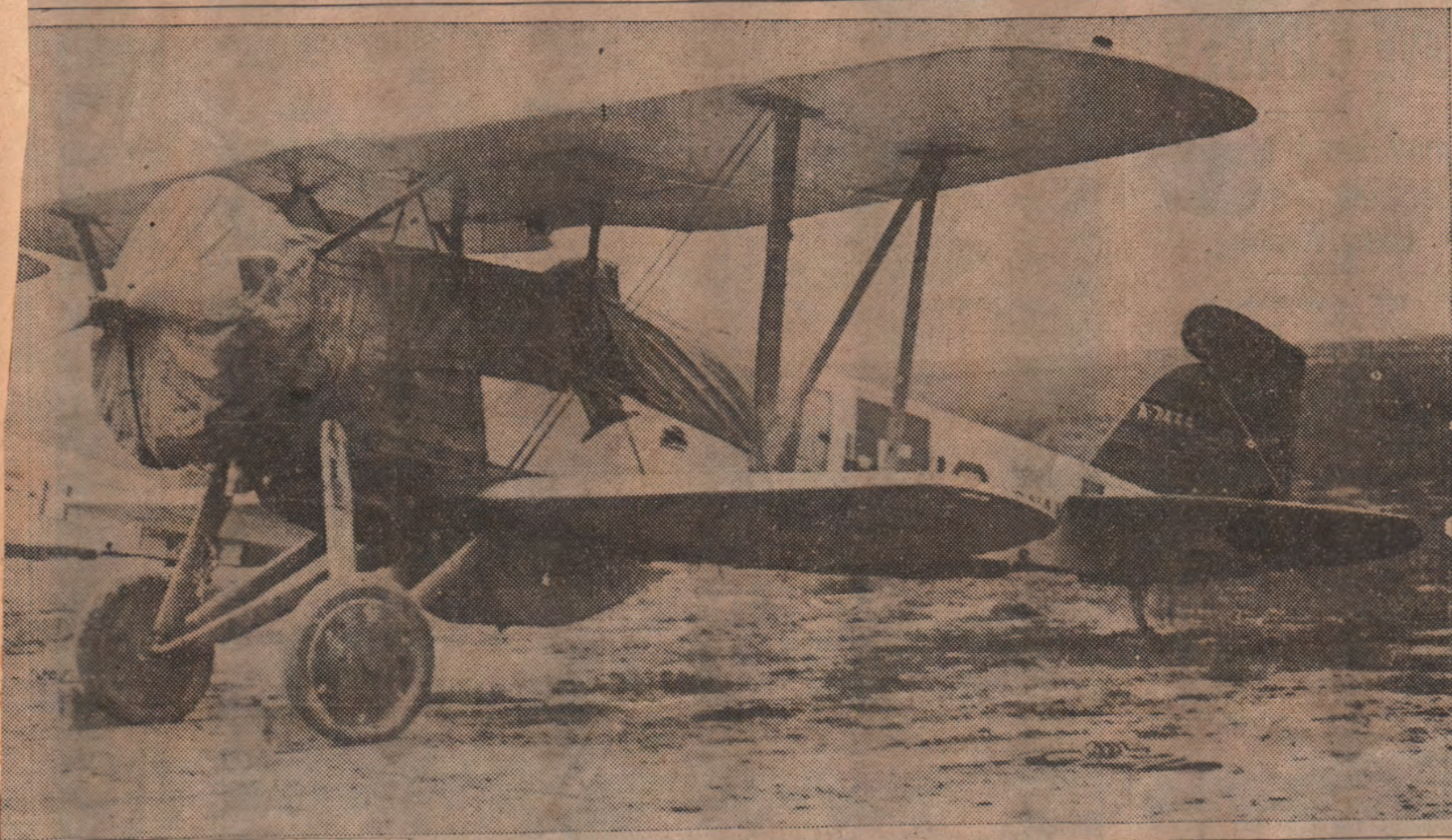
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AND FOG TO REACH DENVER THURSDAY

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AEROBATS FIGHT OVER SEA, BUT LAND ON GROUND

Naval Planes Are Among Fastest in Use; Develop Great Power.

They do their fighting over the ocean, yet they have no pontoon equipment and can land only on the ground or on the deck of one of Uncle Sam's gigantic airplane carriers.

Such are the Boeing fighting planes of the navy Combat Group No. 1, six of which arrived in Denver late Thursday after being forced down at Deertrail, Colo.

Among the fastest planes in the navy the six fighters carry only one man each. Each is equipped with a nine-cylinder Wasp motor which develops 425 horsepower.

With a top speed of 165 miles an hour and equipped with two machine guns when ready for combat work, the Boeings are designed to make Uncle Sam's flying sailors the superior of any other navy fighting planes in the world.

Each of the planes cost between \$35,000 and \$40,000.

While capable of taking off after a run of only 200 or 300 feet the planes are not equipped with brakes and require 300 or 400 feet to land. When landing on the deck of the giant airplane carrier Saratoga, to which they are attached, however, a secret navy device brings them to a full stop within thirty to fifty feet.

The Saratoga and its sister carrier, the Lexington, are the fastest craft in the United States navy. Each is capable of "doing" thirty-four knots or about forty-one miles an hour.

Each ordinarily mothers a brood of from seventy-two to 100 planes, but on occasion the Saratoga has served as a base for as many as 125 planes at a time.

DO MOST OF FLYING FROM SAN DIEGO.

Normally five squadrons of eighteen planes each are attached to the Saratoga.

"We do most of our flying from the navy base at San Diego," Lieut. C. W. McClusky explained, "but for about four months every year we are out on maneuvers and use the 888-foot deck of the Saratoga as our landing field."

While the deck is 888 feet long only 600 odd feet of it is devoted to landing space. Even the big navy bombing planes can land and take-off from the deck of the Saratoga if need be, altho they, unlike the fighting ships, are equipped to land either in the water or on land.

Pontoons are too bulky and heavy for fighting airplanes which are designed to engage in combat duels with individual enemy planes.

"What do you do if you have to land over the ocean when the Saratoga is not around?" you ask the intrepid crack flyers.

And the answer is invariably a good-natured laugh and a careless, "Oh, you just keep on going."

The oldest fighting squadron in the navy, Combat Group No. 1 was organized in 1920. Its official designation is VF1B. The "V" indicates heavier than air. "F" stands for fighting. The "1" is the combat group number and the "B" stands for battle fleet, meaning the group is stationed on the west coast.

Bright scarlet is the squadron's official color and each member of the squad wears a brilliant red helmet and scarf to match.

Of the six men who arrived Thursday, three, Lieuts. E. R. McLean, M. A. Arnold and C. W. McClusky, are graduates of the United States naval academy. Two, Ensigns W. H. McMullen and F. S. Ralph, are reserve officers who are now on details of one year's active service each.

Lieut. J. R. Tate, the commander of the six planes, is a University of Pennsylvania man.

While the entire squadron is known as the "high hat squadron" because of the squadron insignia, a high silk "topper," nine of the eighteen planes in the combat group are known as the "high hat" aerobats.

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AEROBATS' SKY STUNTS MAKE THOUSANDS GASP

PLANES PERFORM AT LOWRY FIELD

Ships, Joined Together By Heavy Cable, Go Thru Amazing Maneuvers In Unison

(By JAMES W. IRWIN.)

With a glorious sun shining down upon Lowry field for the first time since last Thursday, the famous "high hats" of the United States naval aviation service roared off at 2 o'clock Monday afternoon to begin the greatest exhibition of aerial acrobatics the west has ever seen.

In the spectators' spaces about the field, thousands of men, women and children who have been waiting patiently since Thursday for a clear day and rain to pass so the highly touted flyers of fighting unit No. 1 could do their stuff.

Every one of the seventeen fighting ships in the nineteen-plane squadron took part in the circus. Lieut. Com. H. C. Wick, his red helmet shining in the sun, and his red scarf blowing back in the tailwind, was the first to take off. He was followed into the air by the other ships in one-two-three order, and with the crowds cheering, the crack combat unit went thru aerial maneuvers never before put on anywhere in the country except at San Diego, Calif., the squadron's home base, and at the national air races in Cleveland, from which the planes are returning home.

The ships went into big "V" formations and flew across Lowry field at an elevation of about 1,000 feet. Commander Wick wiggled the wings of his fast little fighter, and the other planes began dropping into formations of little "V's", three planes to a group, the commander's "V" leading. In this formation, the squadron went thru thrilling cross-overs, dives, loops, rolls and climbs for a half hour.

The nine aerobats, the paintings of silk toppers glistening from the sides of their planes as they taxied across for the takeoff, then put on a demonstration of a half hour during which they looped together, flew upside down across the field at 180 miles an hour, flip-flopped and made power dives.

The feature of the whole circus was the tying of the planes of the aerobats together with strong hemp cables. The ships took off together, and as Lieut. L. E. Gehres gave his flight signals, the ships went into amazing stunts in absolute unison.

To Gehres' right was Lieut. Kivette, (Turn to Page 3—Col. 4.)

THOUSANDS SEE AEROBAT CIRCUS AT LOWRY FIELD

(Continued From Page One.)

and to his left, Lieut. F. O'Beirne, the two flyers who left the Cleveland crowds gasping when they were led thru their stunts by Col. Charles A. Lindbergh.

The show was worth waiting a month for, and the thousands of spectators were amply repaid for wet feet, colds and the discomfort they went thru day after day when the weather would not give in and kept all planes in the mountain states on the ground.

The crowds began arriving at Lowry field before noon and watched the ground crews of the naval squadron at work checking the planes and warming the motors.

Several of the small fighters were put into the air for tests, and at 11 o'clock the two big Sikorsky amphibian ships, which transport mechanics and supplies for the fighters, took off with a small party of Denver air enthusiasts for a flight over the city. They were flown by Lieuts. Emil Chourre and C. K. Lankford.

At noon the commissioned officers of the squadron began arriving at the field to make their own check of their planes and at 1 o'clock, as the roads to Lowry field became jammed with cars, busses and hikers, the motors were started and the ships warmed up for the beginning of the circus.

PLANES WILL FLY TO CHEYENNE LATE MONDAY.

After the circus is completed, late Monday afternoon, the planes were to be refueled, the baggage loaded and the flight to Cheyenne, Wyo., begun.

Commander Wick plans to stop all night in Cheyenne. Before dawn Tuesday the ground crews will be at work warming the motors, and promptly at the first sign of dawn the huge armada will take off for a 1,138-mile hop to San Diego, the home base, with stops only at Salt Lake City, Utah, and Las Vegas, Nev., for refueling.

Weather permitting, the squadron will land at the naval air station Tuesday night just as the landing lights and beacons blink on. The squadron has been away from home for a few days lacking a month on the longest cross-country hop any naval air group has ever taken.

It has been a trip full of adventure and thrills. The trip east to Cleveland was an eventful one, for sandstorms were encountered along the southern route.

Coming west toward Denver was fine until last Wednesday afternoon, when the squadron ran into a terrific gale of almost cyclonic proportions west of St. Louis, Mo., and was forced to seek protection at Jefferson City, Mo.

On Thursday, the day scheduled for arrival in Denver, only six ships got to Lowry field, and before they arrived they had been forced down at Deertrail, Colo.

NINE OTHERS WERE FORCED DOWN.

Nine others were forced down at Colorado Springs, two were forced south to Pueblo, and the big amphibians had to turn back to Goodland, Kan., where they awaited better weather.

Friday everything got into Denver after battling fog and rain except one fighter and one amphibian, which were down at Castle Rock and Strasburg, respectively.

They came in Saturday morning, and the squadron was together for the first time in several days.

All day Saturday and Sunday, while thousands of spectators braved the mucky roads leading to Lowry field and closely inspected the ships on the "line," the flyers were impatient to be off, but not until late Sunday afternoon was there any sign of a lifting of the fog and rain.

When the clouds broke, the ceiling went up and it looked as the Old Sol would peep thru for just a minute, Commander Wick smilingly announced: "You may notify the radio stations that the circus will be

staged from 2 to 3 o'clock Monday afternoon."

PLANES WERE TO REMAIN HAD WEATHER NOT CLEARED.

Had the weather not broken Monday so that the circus could be staged, permission already had been received from the navy department by F. G. Bonfils, publisher of The Denver Post and sponsor of the visit here, for the squadron to remain until the ceiling was high enough.

Knowing that the thousands of veterans of the Spanish-American war who are in Denver with their families for the national convention of the United States War Veterans never had seen a crack flying squadron of the United States armed forces in action, Mr. Bonfils, Sunday morning, telegraphed Secretary of the Navy Charles F. Adams at Washington, and Admiral Butler, commander of the aircraft squadrons at San Diego, asking that Commander Wick's unit be held in Denver.

Mr. Bonfils' message to Secretary Adams follows:

"Hon Charles F. Adams,
"Secretary of the Navy, Washington, D. C.

"More than 20,000 veterans of the Spanish-American war and their families are in Denver for the national convention. The navy's Combat Unit No. 1 is weatherbound here

but is under orders to hop off for the coast as soon as the weather clears. The Spanish-American veterans have asked us to request the navy department to permit squadron to remain here long enough after weather clears for aerial exhibition by the noted 'high-hats.' They have never seen a crack navy unit in action and the cost to the government would be little compared to the enjoyment which would be provided for these veterans. Please rush reply.

"F. G. BONFILS,

"Publisher The Denver Post."

Twenty-First Plane Is Having Difficulty

Wichita, Kan., Sept. 9.—(By Associated Press.)—One of the twenty-one naval planes from San Diego which attended the Cleveland air races is meeting difficulties in getting home.

After spending several days crossing Missouri the plane failed Sunday to get a good start, returning after a takeoff because of bad weather. Sunday night it was forced to return by bad weather after trying to head into the west.

C. Alexander, chief pilot, who with five others comprise the crew, said he would attempt to leave Monday, flying by way of Amarillo and El Paso, Tex.

'HIGH HATS' WINGING HOME AFTER CIRCUS

Colorado Turns Out More People to See Daring Aerial Carnival Than Did Cleveland Air Races; Seventeen Pilots Do Amazing Feats.

(By JAMES W. IRWIN.)

The nineteen "high hats" of the United States naval air service Tuesday were winging their way toward San Diego, Calif., and home after providing Coloradans with a most sensational exhibition of sky daredeviltry.

The seventeen small fighting planes and the two huge amphibians of Lieut. Com. H. C. Wick's squadron had cleared the airport at Cheyenne, Wyo., at 5:30 o'clock Tuesday morning and were scheduled to stop only at Salt Lake City, Utah, and Las Vegas, Nev., for refueling before landing at the naval air station in San Diego at twilight.

The crowd that witnessed the thrilling sky stunts from the borders of Lowry field, rooftops, hill-sides and roads within a two-mile radius was estimated at from 50,000 to 75,000 persons.

IMMENSE THRONG WATCHES FROM GROUND.

When Commander Wick landed after leading his seventeen fighters thru tactical maneuvers, he said the throng packed about the field and on its approaches was far greater than any day's crowd at the National air races in Cleveland, the annual classic which draws thousands of enthusiasts from all parts of the nation and world.

"The crowd could not be estimated from the ground," Commander Wick said. "From the air the adjoining country was black with people and with cars. It was especially gratifying to us because the demonstration by our squadron had been promised for so many days and delayed so often by the fog and rain that we thought Denver was tired of us."

AERIAL CARNIVAL IS RAPID ACTION.

The carnival of air acrobatics was as fast-moving as a three-ring circus.

Seventeen planes diving in seventeen different directions, but each pilot knowing where he was going.

Low power dives over the hangars and headquarters buildings when it seemed the landing wheels would roll on the cornices.

Squirrel cage flying with three planes chasing each other around and around, up and over, up and over.

SOME STUNTS AT LOW ALTITUDE.

Sharp left angled turns, in which each plane sideslipped into a different direction instead of banking.

Crossovers with six sections of three planes each diving across each other's paths from high altitudes to within less than fifty feet of the field.

Loops in unison when it seemed as though the planes would touch wings, crumple up and come crashing to earth.

Upside down flying the length of the field.

Fast dives at 200 miles an hour, the propellers whipping the wind, and the strut wires whining thru the air.

Only the highlights of the circus, but true samples of the thrills afforded the thousands of spectators.

Most of the formations were taken from those of wild geese in flight. In fact, the spectators thought seven planes in addition to the squadron had arrived when a group of geese in perfect "V" formation flew over the landing field high up in the sky.

TRAGEDY THREATENS FLYERS ONLY ONCE.

Only once did tragedy attempt to break up the circus. That was during the solo appearance of the aerobats' star section, Lieuts. L. E. Gehres, F. N. Klvette and F. O'Beirne. As they were looping high over the center of the field, one plane did an unexpected sideslip and its wings jammed into those of a sister plane. The skill of the pilots brought the ships out of their dan-

gerous predicament, and the show went on without a landing and without a delay and few spectators knew they had witnessed a near accident.

Into more loops and rolls they went, duplicating the program which caused gaping thousands to miss heartbeats and catch their breaths at the races in Cleveland.

Then a fast power dive from 3,000 feet over the field, the trio diving down at the main hangar on Lowry field and, gaining speed every moment, breaking of the formation, a slow glide, landing, the circus was over, and Denver, an inland metropolis, had enjoyed its first contact with a fighting unit of Uncle Sam's navy.

CROWD REMAINS TO SEE PLANES LEAVE.

But the crowds would not break up and go home. They wanted to see the squadron take off on its long journey home. The red helmeted and red scarfed aerobats packed their luggage into their planes, the gasoline tanks again were filled and motors started.

Commander Wick and his aids bid farewell to F. G. Bonfils, publisher of The Denver Post, whose thought it was to invite the squadron here; Charles Boettcher II, one of the genial hosts to the flyers; Maj. Bruce Kistler, commanding officer of the 120th observation squadron and Lowry field, and many others, and climbed into their ships.

ONE HOPS EVERY TWENTY SECONDS.

The planes taxied down the field, headed into the wind and took off, one every twenty seconds, until the whole fighting squadron was in the air. Then one of the big "ducks," the Sikorsky amphibians, headed down the field with its load of mechanics and shop equipment and made a graceful takeoff.

The squadron maneuvered into cross-country flying formation, flew over Overland park, where the convention of the United Spanish War veterans was in session, came back over Lowry field, where Commander Wick's red banded plane waggled its wings in adieu, and the fighters were off for Boulder, Greeley, Fort Collins, Longmont, Loveland and intermediate points, over each of which the planes circled for a few minutes.

At 5:30 o'clock the planes were in Cheyenne. One "duck" that commanded by Lieut. Emil Chourre, was held up in Denver until 5:58 o'clock by a balky motor, but took off with the Western Air Express mail plane

and landed in Cheyenne at 7:10 o'clock, after an uneventful flight.

After the planes disappeared toward Boulder the rush of cars toward Denver began with traffic in snarls for blocks, moving at times a few feet, but more often waiting while traffic officers worked valiantly to get virtually all of Denver home in time for dinner—airmad, air-minded, talking planes and navy.

Rock Springs, Wyo., Sept. 10.—(By Associated Press.)—Six of the squadron of nineteen planes of the naval combat group No. 1, en route to San Diego, Calif., from Denver and Cheyenne, passed over Rock Springs

All Sky Tricks Used In Aerial Carnival Are Wartime Maneuvers

Every sky-trick staged Monday by the noted naval "high-hats" is one which may bring victory in actual combat flying in wartime.

The demonstrations put on in the sky for Coloradans included the following:

Big "V."

Formation in which all seventeen ships took part, forming a giant letter "V" with Commander Wick at the apex.

"V" of "V's."

All seventeen ships divided into five groups of three small groups each, forming a small "V" and still a part of the big "V" with Commander Wick and two other ships forming the "V" at the apex.

Power Dive.

Performed by all ships who dive for the ground with motor wide open and then suddenly pull almost perpendicularly into the air again.

Cross-Over Turns.

The squadron forms two big "V's" with one group diving and crossing in front of the other half of the fleet in making a turn, which reverses their positions.

Echelon of V's.

The entire squadron drawn up in parallel lines, but with each group forming a small "V" somewhat to the side of the one in the rear.

Leader Over.

Leader of small "V" group turns over backward and other two ships execute a roll. A war maneuver.

Line.

All ships of the fleet flying side-by-side with wingtips almost touching in exact precision.

Simultaneous Slow Rolls.

Three ships of "V" roll at exactly the same instant.

Bursting Bomb.

Performed by three ships forming a small "V." The three ships dive together for a common objective. As a point several hundred feet above the objective is reached the leader executes an Immelman turn and the two other pilots do a slow roll.

Loop and Leader Over.

Executed by three planes with the leader performing a loop over behind the other two ships who at the same time perform a loop to the side.

Straight dives, loops and formation flying completed the exhibition.

Three-Way Dive.

Performed by both the entire fleet and the trio of trick flyers. This is a war maneuver, as are most "stunts." The ships all dive at an objective, from three directions, arriving there theoretically at the same instant. They then go into loops and rolls which prevent collisions.

Squirrel Cage.

Performed by three trick flyers who describe a circle vertical in its relation to the earth, flying upside down and right side up as they make the circle.

Aerobats' Caterpillar Club Member Dropped 5,000 Feet Into Ocean

Held to the ground by the inclement weather, the twenty officers of the naval fighting squadron visiting Denver spent Sunday afternoon about the radiators in the headquarters building at Lowry field swapping sky yarns with the officers of the 120th observation squadron, Colorado National Guard.

In the melee of stories, it cropped out that the daring naval flyers count among their number one member of the famous Caterpillar club, the organization made up of men who have been forced to rely upon their parachutes to save their lives.

The caterpillar is Lieut. F. C. Sutton, who had such a hard time battling the fog into Denver. He would not tell the story of his jump, but the other flyers spoke up for him.

FLYER DROPS INTO PACIFIC.

Sutton was flying in maneuvers near San Diego when his motor conked out, and he could not bring the plane down on an easy glide without endangering his life.

He was 5,000 feet above the smooth, blue surface of the Pacific, and not a chance to get his ship over land.

He went over the side, counted his 1-2-3 and so on, pulled the string to the rip cord, and his silk parachute opened out, checking his descent and taking him slowly toward the water.

As he neared the surface, he began unfastening the catches under his legs and across his chest so that he could slip out of the 'chute and not be dragged under when he hit the water.

Fortunately, he landed in water fairly shallow, so that he had to swim only a few hundred yards before he could put his feet down and walk to shore.

SHALLOW WATER SAVES AVIATORS.

Altho he is not a member of the Caterpillar club, Lieutenant Chourre, pilot of one of the big amphibians, had a thrilling experience.

He and another lieutenant were flying a two-seater when it conked out, and they made a forced landing

far from shore and with no patrol boats in sight.

"I got my 'chute unfastened," he said, "but my companion couldn't get the catches off, and we jumped into the water and tried to swim to shore."

"The weight of his 'chute dragged him down, and he called to me to help him out. I swam over to him, and we struggled along until it seemed as though I would have to let him go and try to save myself."

"When we both had about given up, he put his feet down. We had been trying to swim in when all the time we could have walked to shore without getting our necks wet!"

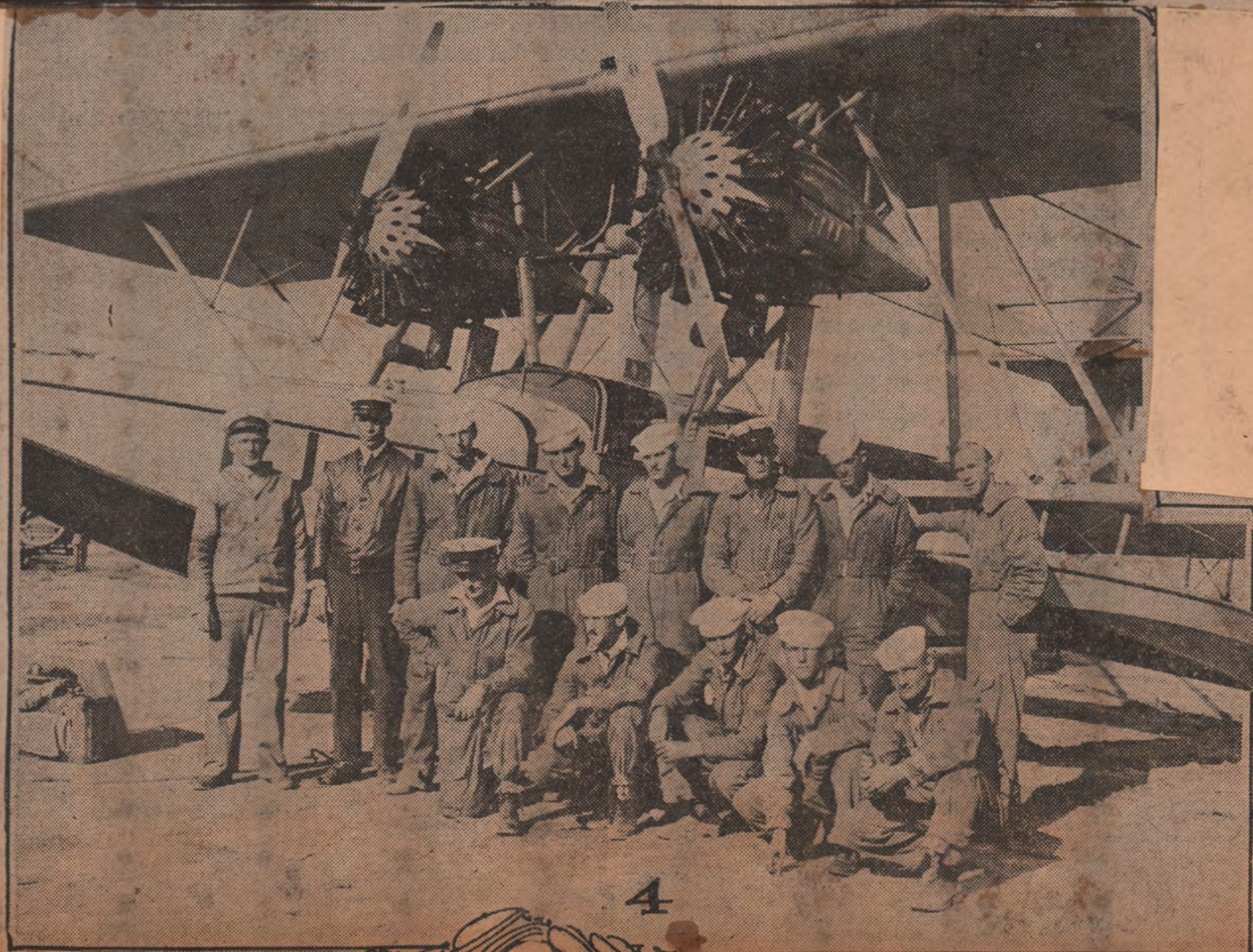
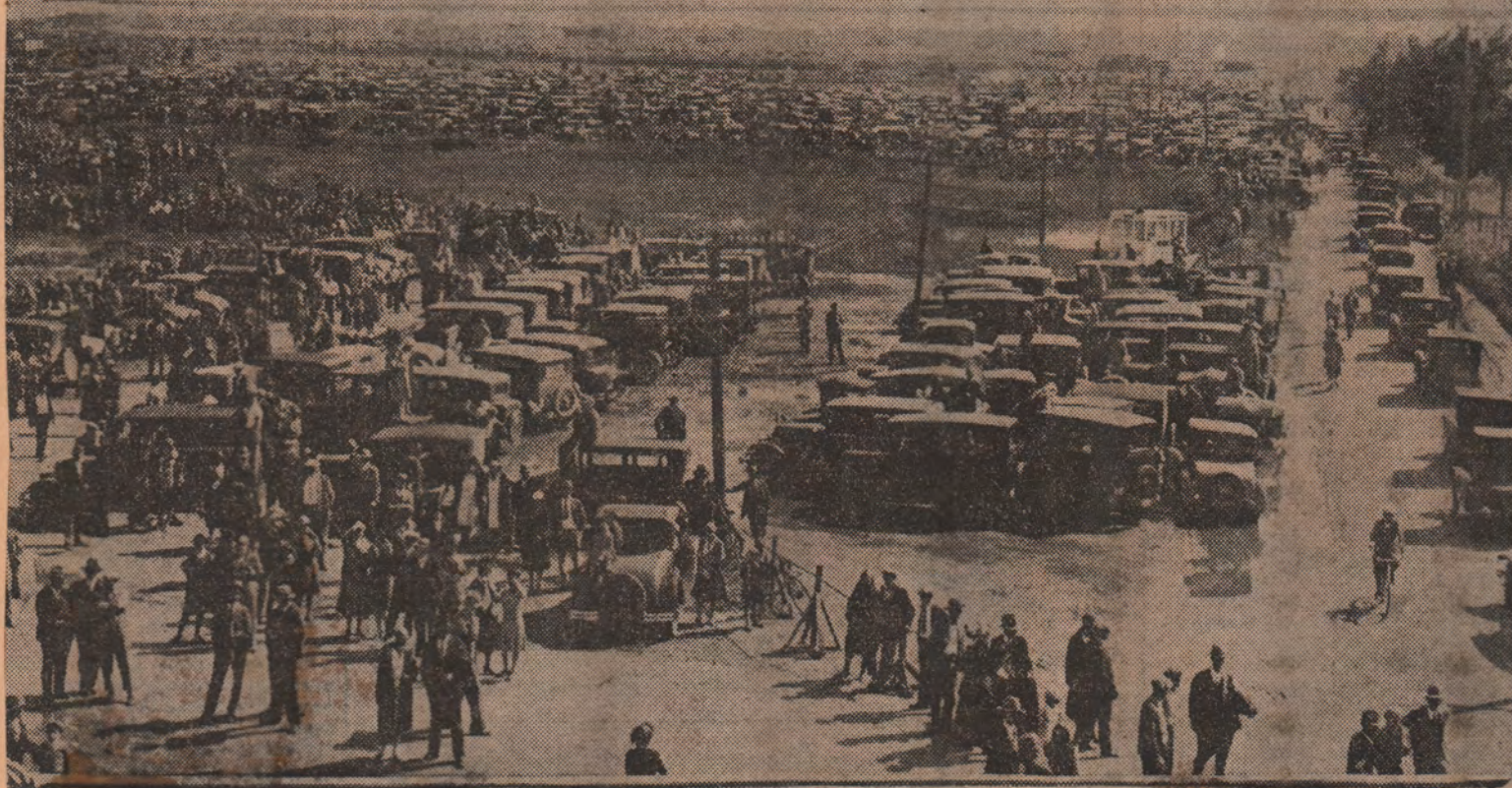
at 7:48 a. m. Tuesday, followed by eight more members of the group at 8 a. m. Three more fighting planes flew over the city at 8:10 a. m. The two amphibians passed later.

Was It Worth Waiting For? Ask An



Everybody Who Saw the High Hats Fly

Sixteen of the seventeen aerobats in action over a very small part of the crowd that witnessed the most sensational aerial exhibition ever put on anywhere. The jams of people and cars extended for miles from Lowry field, where the circus was staged. (1) F. G. Bonfils, publisher of The Post, and sponsor of the naval fighters' visit here, with Lieut. Com. H. C. Wick, commanding officer of the squadron, before the squadron took off for Cheyenne. (2) The nineteen officers of the squadron in a farewell picture. (3) Mr. Bonfils, Charles Boettcher II, one of the hosts to the flyers; Commander Wick and Mrs. Boettcher. (4) The aviation mechanics carried by the squadron before one of the huge amphibian planes, known as "ducks," because they are at home on either land or water. (5) Rear Admiral W. T. Cluverius, an interested spectator at the demonstration, and Commander Wick.



THE SAN DIEGO UNION: WEDNESDAY MORNING, SEPT. 11, 1929

FAMOUS FIGHTING PLANE SQUADRON BACK FROM EAST

Nineteen Craft Land in San Diego After Trip to Air Races at Cleveland.

Completing the most important inland flight ever undertaken by the navy, the famous Fighting Squadron 1 of the fleet air force returned late yesterday after a round trip flight to Cleveland.

Eighteen fighting planes, the pride of the navy's warriors in the air, and three amphibian craft with mechanics and repairmen, comprised the squadron, which left here Aug. 19 for the Cleveland air races. The trip to Cleveland was made over the southern transcontinental airway, and the return flight was by way of Denver and Salt Lake.

The squadron made a big hit at the Cleveland show, with its famous nine-man aerobatic team and its squadron evolutions. The squadron is commanded by Lt. Comdr. H. C. Wick, and Lt. L. E. Gehres heads the famous Nine High Hats, the aerobatic cream of the squadron. The High Hats performed with Colonel Lindbergh at the meet.

On the way back to the coast the squadron was delayed at Denver by bad weather, but took advantage of the delay to show Denverites what the navy can do in the air. These impromptu aerial shows were given at several other places along the line of flight westward.

First of the aerial armada to arrive was an amphibian piloted by C. E. Alexander. This plane did not fly in company with the squadron, but made the trip westward along the southern route and arrive here early in the afternoon.

Commander Wick's fighters began arriving shortly after 5 o'clock yesterday afternoon. They continued arriving until shortly after dark.

Commander Wick's plane was forced down late yesterday at Palmdale, Los Angeles county, by a broken oil pressure line, and one of the amphibians was also reported down in the desert region, but no anxiety was felt for either.

THE EVENING TRIBUNE

San Diego, Cal., Wednesday, Sept. 11

NAVY AIR SQUADRON ARRIVES FROM EAST

Commanded by Lieut. Com. Homer C. Wick, the North Island squadron of 20 navy planes, which engaged last month in the national air races at Cleveland, O., returned to their base here last night. The squadron was delayed enroute to San Diego by storms over the Rocky mountain region.

The Navy Cruises Inland

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for your scrapbook
Gehres*

By
LIEUTENANT L. E. GEHRES
U. S. Navy

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