

SCRAP BOOK



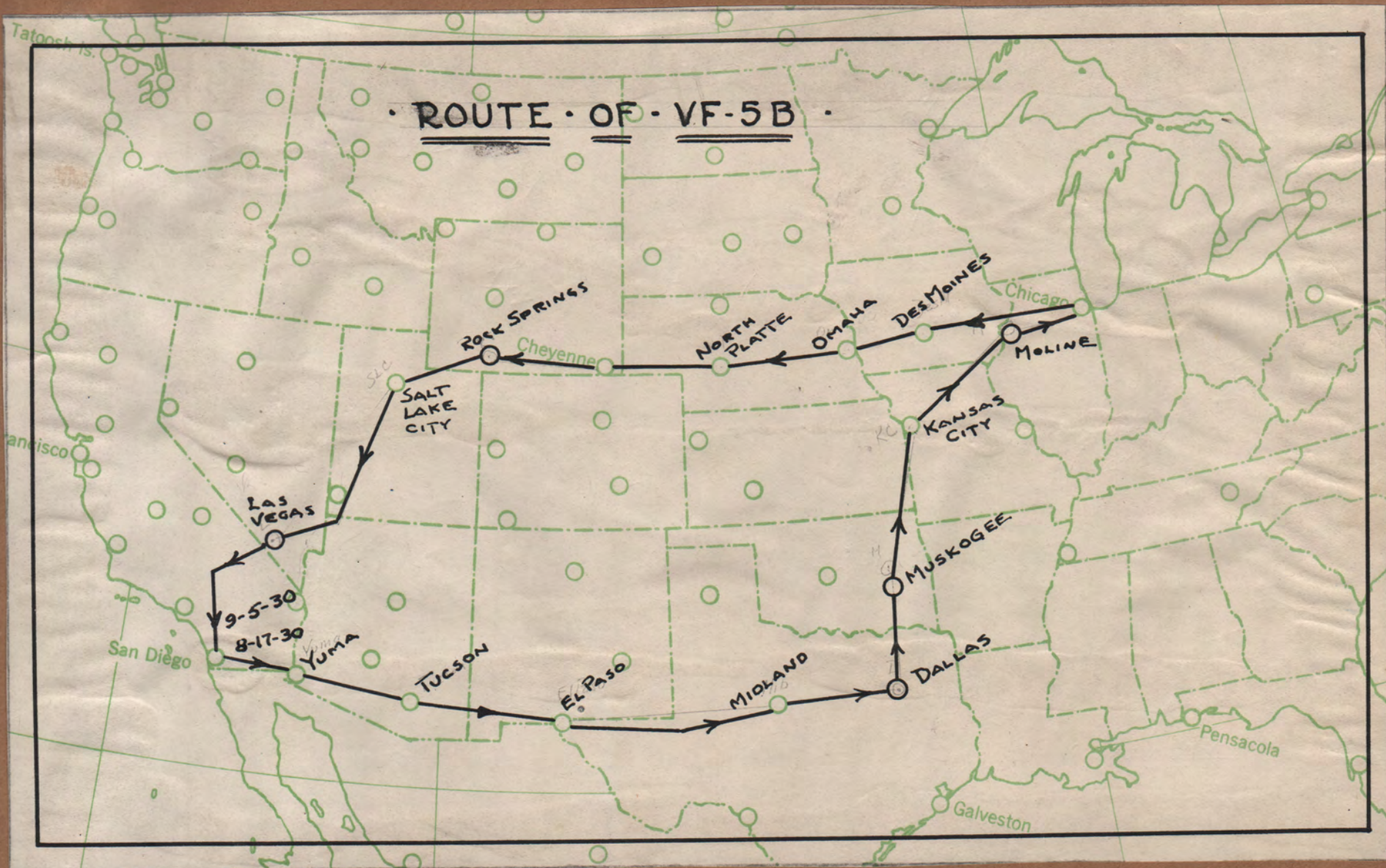
1930 NATIONAL AIR RACES

10TH ANNIVERSARY

A THRILL FOR
THE NATION!



CURTISS - REYNOLDS
AIRPORT --- CHICAGO
AUG. 23 TO SEPT. 1



1930
N. A. A.
BANQUET



TENTH
NATIONAL
AIR RACES

Navy in National Air Races

Assistant Secretary of the Navy for Aeronautics Ingalls was joined at Chagrin Falls, Cleveland, on Thursday by his aid, Lieut. Comdr. R. P. Molten, jr., U. S. N., and the aerial tactical section composed of Lieuts. M. B. Gardner, A. P. Storrs, and F. M. Trapnell, of the U. S. naval air station, Anacostia, D. C.

This section flies the standard naval fighting plane, F6C-4, constructed by the Curtiss Aeroplane and Motor Company and powered with the Pratt and Whitney "Wasp" engine. It is expert in naval section tactics, the section being the fundamental unit of squadron flight organization.

Comdr. Molten and this section was to escort Mr. Ingalls to the national air races, Chicago, yesterday and return to Cleveland tomorrow night. The races start today.

On Thursday the assistant secretary and this escort flew to Columbus, where the section gave a demonstration of naval tactics over the Ohio State Fair Grounds, and Mr. Ingalls attended the luncheon tendered the governor of Ohio.

On Labor Day, Monday, September 1, the section will again demonstrate naval fighting tactics at Cleveland prior to the international Gordon Bennett balloon races, starting on that date.

Admiral Moffett to Attend.

Rear Admiral W. A. Moffett, chief of the bureau of aeronautics, took off from the Washington airport on Thursday for Chicago to attend the races. Lieut. Comdr. J. J. Clark, U. S. Navy, executive officer of the naval air station, Anacostia, piloted a standard Navy observation plane, a Vought "Corsair," powered with a Pratt and Whitney "Wasp" engine.

The flight was escorted by fighting squadron 8, U. S. Marine Corps, of Quantico, Va., commanded by 1st Lieut. L. H. N. Sanderson, U. S. M. C., which will represent the Marine Corps at the races.

Fighting 8 is composed of six standard Navy and Marine Corps fighting planes, F7C-1's. These "Hawks" are the latest single-seater fighters built by the Curtiss Company for the bureau of aeronautics and are powered with a Pratt and Whitney "Hornet" engine.

The squadron will leave Quantico Thursday morning, the 21st, for Washington, D. C., where they will attend the breakfast for the Ladies' Bixie Derby at the Washington airport. At 9.00 they will depart Washington for Chicago, acting as escort for Rear Admiral Moffett, U. S. N., chief of the bureau of aeronautics, who will fly in a standard naval observation plane, a Vought "Corsair."

Fighting 8, until recently designated fighting 5, is constituted as follows: 1st Lieut. L. H. N. Sanderson, plane 7; 2d Lieut. D. L. Cloud, jr., plane 5; 2d Lieut. R. H. Kerr, plane 3; 2d Lieut. T. O. Brewster, plane 1; 2d Lieut. R. B. Burchard, plane 6, and Mas. Tech. Sgt. M. P. Shepard, plane 2.

The squadron will be accompanied by one Ford transport, JR-2; 1st Lieut. G. H. Towner, jr., pilot; 1st Lieut. R. H. Rhoads, assistant pilot, and Gun. Sgt. R. H. Leeper, Gun. Sgt. G. H. Smith, Sgt. C. H. Wilson, Cpl. D. S. Exline, Cpl. C. R. McDaniel, Sgt. W. L. Vičk, Cpl. C. S. Legault, and Sgt. R. W. Kaltenbach.

VF Squadron Five-B.

VF squadron 5-B, aircraft squadrons, battle (Pacific) fleet, attached to the aircraft carrier Lexington, departed from the fleet air base, San Diego, Calif., on August 18 for Chicago to participate in the 1930 national air races. VF-5B is commanded by Lieut. Comdr. J. H. Campman, U. S. N., naval aviator.

The squadron is organized as follows: 5-F-1, Lieut. Comdr. J. H. Campman, commanding officer; 2, Lieut. (J. G.) F. Lee, personnel; 3, Lieut. (J. G.) J. F. Greenslade, assistant flight; 4, Lieut. F. J. Bridget, engineering; 5, Lieut. (J. G.) Y. Stirling, assistant engineering; 6, Lieut. (J. G.) D. B. Overfield, communication; 7, Lieut. W. G. Tomlinson, flight; 8, Lieut. (J. G.) P. A. Wyckoff, assistant flight; 9, Lieut. (J. G.) W. D. Rowley, navigation; 10, Lieut. (J. G.) C. B. Gill, gunnery; 11, Lieut. (J. G.) E. E. Lindsey, assistant A. & R.; 12, Lieut. (J. G.) C. J. Pfingstag, buildings and grounds; 13, Lieut. D. Rittenhouse, executive; 14, Lieut. (J. G.) J. P. deShazo, assistant construction; 15, Lieut. (J. G.) C. S. Cooper, assistant gunnery; 16, Lieut. D. S. Cornwell, A. and R., and 17, Lieut. (J. G.) B. M. Cornell, material, all of the Navy, and 18, Ens. J. P. Burkhart, U. S. N. R., assistant flight.

It is the policy of the Navy Department to select each year, from the aircraft squadrons at sea, one squadron to participate in the national air races. The squadron selected is always a working unit, that is, one that fills a regular tactical position with the sea forces. No attempt is made to prepare a stunt or spectacularly flying squadron. In this way an honest effort is made to demonstrate to the public what a regular Navy fighting plane squadron looks like.

ARMY AND NAVY REGISTERED

In the two Sikorskys expected to arrive at the Curtiss-Reynolds airport yesterday were: Comdr. R. G. Davis (M. C.), Lieut. E. Chourre, Lieut. F. R. Whitmore, and E. A. Naeuser, ACMM.; J. P. Frosie, CAP.; J. E. Rawlings, CAP.; J. E. Stanso, AMMlc., and J. W. Piper, AMMlc., all of the Navy.

This year the 5th fighting squadron was withdrawn from the joint Army-Navy maneuvers off San Francisco and notified that it would attend the air races at Chicago only a short time before it was necessary to depart from the fleet air base at San Diego, Calif.

The squadron refueled at Tucson, Ariz., and stopped at El Paso for the first night. On the second day it refueled at Midland, Tex., and stayed overnight at Dallas. Next day it refueled at Muskogee, Okla., and stayed at Kansas City, Mo. Kansas City to Chicago was made in one hop.

It was the intention to vary the flying program daily. That is, fly new formations and make various types of attacks upon a constructive enemy. Nine planes demonstrated skill in formation flying, maneuvers, and formations tied together. Another three-plane section gave an exhibition of acrobatic flying. Other tasks are assigned and each pilot will participate daily at Chicago. While such parade flying may appear to have little military value in war time, it is, nevertheless, an outward and visible demonstration of the inner spirit and air discipline of the squadron.

Ch. Pay Clk. E. B. Parker and 19 enlisted men of VF-5 will arrive at Chicago via Santa Fe Railroad at 9:15 a. m., Thursday, August 21.



SANCTIONED BY THE NATIONAL AERONAUTIC ASSN 1930 THE OLYMPIAD OF THE AIR

Shirley M. Goss *5-9389*

NATIONAL AIR RACES

CONTESTANT

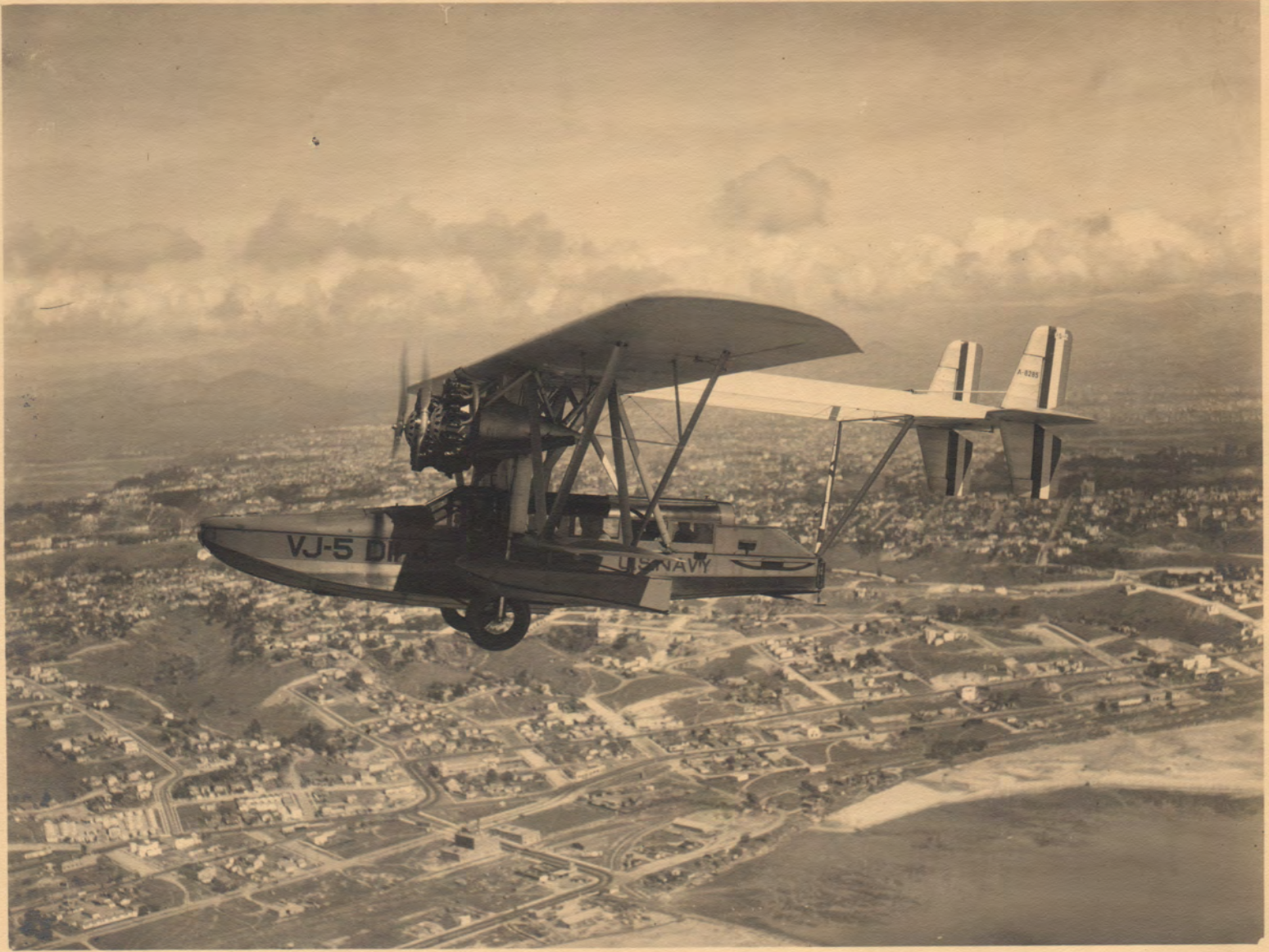
320 lbs
4,000 HP

AUG. 23RD TO SEPT. 1ST
CHICAGO

GOOD FOR ADMISSION TO AIRPORT ONLY

Clifford W. Henderson
GENERAL MANAGER

SAN DIEGO - CHICAGO
17 AUG. 1930 - 5 SEPT



LT E CHOURRÉ
CAP. FROSIO
AMMIC ROPER

PASSENGERS
4 MEN VF-5B

1930
NATIONAL AIR RACES
TENTH ANNIVERSARY

AUG. 23.
SEPT. 1.



OFFICIAL DIRECTORY
CURTISS-WRIGHT-REYNOLDS AIRPORT CHICAGO



FIGHTING PLANES TO HOP MONDAY FOR AIR RACES

Naval Craft From San Diego
Will Open Event With
Tactical Exhibition.

Eighteen single-seated fighting planes, comprising VF squadron 5-B, attached to the U. S. S. Lexington, fleet air base, San Diego, will take off from here at 6 a. m. Monday for Chicago, where they will open the national air races at 2 p. m. Aug. 22.

The fighting planes will be accompanied by two "Russian Ducks," or Sikorsky amphibians, each carrying six mechanics. The commanding officer of the squadron will be Lt. Comdr. J. H. Campman.

Formation flying and air tactics will be demonstrated by the pilots at the national air races. The planes will not compete in any contests and are being sent by the government to Chicago with the idea of giving persons in the middle west, unfamiliar with naval activities, a chance to see a squadron in routine action.

REFUELING STOPS

Stops will be made by the planes at El Paso, Dallas, Kansas City and Moline, Ill., where they will spend Monday, Tuesday, Wednesday and Thursday nights, respectively. Refueling stops will be made at other cities en route.

The first of the two amphibians is scheduled to leave here Sunday. The other, it is announced, will take off with the squadron. It is planned to have the amphibians meet the fighting planes at all stops.

Following the close of the air races Aug. 31, the pilots will remain over in Chicago one day, after which they will head back to San Diego over the northern air mail route. The return trip will be made in easy stages. The planes are scheduled to arrive home Sept. 10.

Two of the best-known pilots who will make the trip are Lt. W. G. Tomlinson and Lt. D. Rittenhouse. The latter was the winner of the Schneider cup races in Cowes, England, in 1923. Lieutenant Tomlinson won the Curtiss marine trophy in a race at Washington, D. C., last year.

TWO PILOTS EACH

The amphibian planes, besides carrying six mechanics each, will have two pilots.

As a result of the five-year building program, which provided for 1000 naval airplanes and pilots ready for war by July 1, 1932, fighting plane squadron five was commissioned at the naval air station, Hampton Roads, Va., Feb. 1, 1927. At that time it consisted of six men and two old

Naval Pilots to Perform in East

Pilots of the Fifth Fighting squadron who will leave from here Monday for Chicago where they will officially open the national air races. Back row, left to right—Ens. W. E. Nickey, Lieutenants E. E. Lindsey, C. S. Cooper, P. A. Wyckoff, B. M. Cornell, D. B. Overfield and J. G. Greenslade. Ens. J. P. Burkhart and Lieutenants W. D. Rowley and C. J. Pfinstag. Front row, left to right—Lieutenants C. B. Gill, Y. Stirling, F. J. Bridget, W. G. Tomlinson and Lt. Comdr. J. H. Campman and Lieutenants D. Rittenhouse, D. S. Cornwell, F. Lee and J. P. de Shazo.



planes. By Sept. 1, 1927, however, the new squadron had the distinction of flying one of the first 10 fighting plane formations in the history of the navy and already was engaged in gunnery drills and development of war doctrine. In one month of that year an entire year's gunnery schedule was fired, and executed so well that the squadron unofficially won the gunnery efficiency trophy for aircraft.

The squadron has flown more than 8000 hours over 750,000 miles with the loss of but one pilot. In addition to this, when on board its mother ship it has traveled about 25,000 miles.

Twenty other naval officers, under command of Lt. Comdr. E. B. Parker, are scheduled to leave here on a special car for the races Monday afternoon at 2:30 o'clock. The car will be attached to the California Limited at Los Angeles, it was announced by the Santa Fe here.

SQUADRON LEAVES MONDAY MORNING FOR NATIONAL AIR RACES

Next Monday morning 18 F4B's from VF-5 will leave this station enroute for Chicago where they will participate in the National Air Races. Accompanying these fighters will be two Sikorsky Amphibians carrying supplies, records and personnel. A detail of nineteen men are being shipped overland by rail which includes necessary personnel for the upkeep of the planes. Lieut. Chourre of the Naval Air Station has been transferred temporarily to the squadron as pilot of one of the Sikorskys while J. W. Piper of the Sixth division was also transferred to act as mechanic.

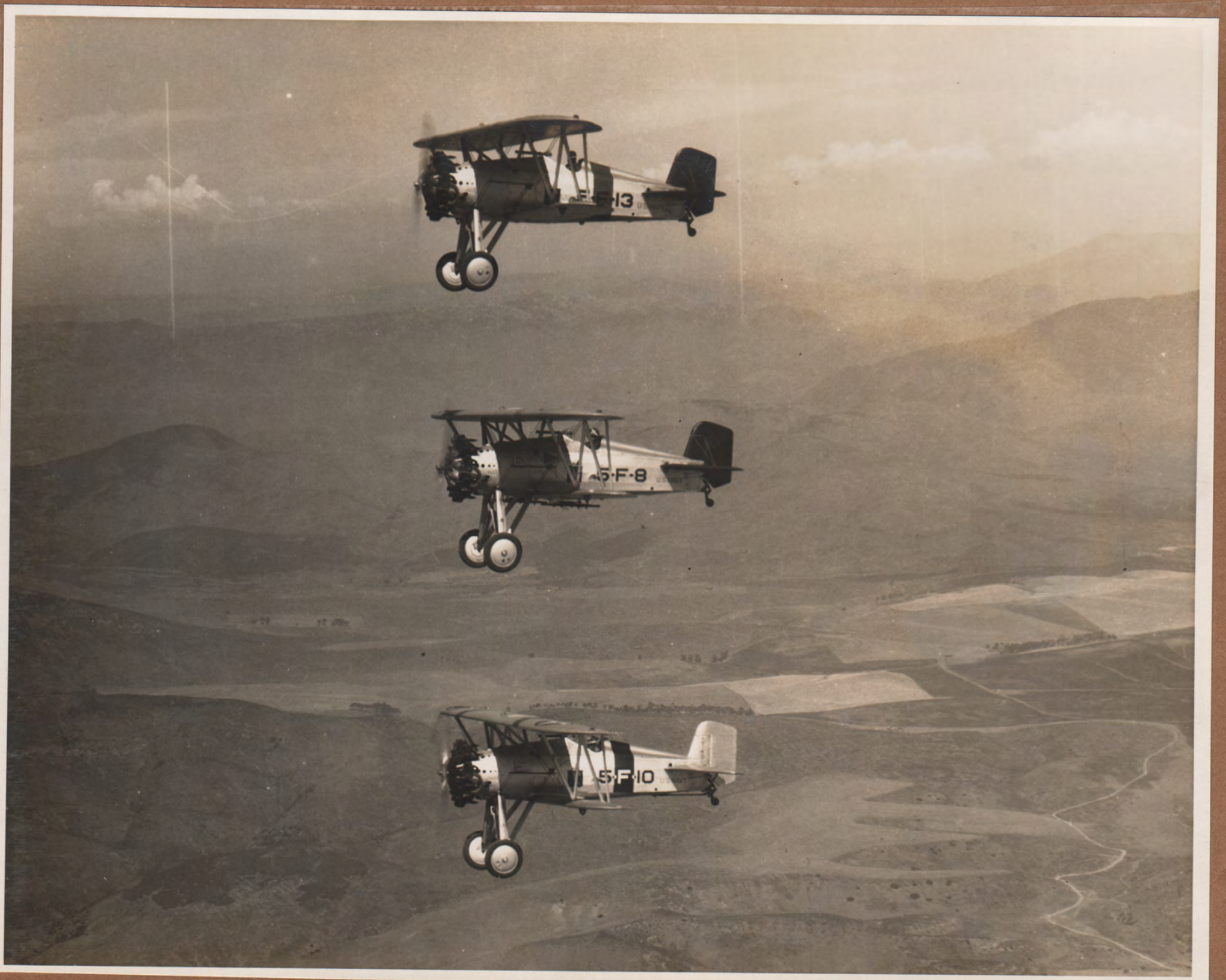
Lieut. Commander Campman, commanding officer of the VF-5 is in charge of the group on its trip east. They are due back on or about the 6th of September.

18 PLANES LEAVE FOR CHICAGO MEET

'Red Rippers' to Take Part in
National Air Races Start-
ing Tomorrow.

Winging their way to Chicago, where they will open the national air races on Wednesday afternoon, 18 fighting landplanes of aircraft squadrons, battle fleet, departed from the naval air station at 6 o'clock yesterday morning.

Lt. Comdr. J. H. Campman, U. S. S. Lexington, is in command of the unit. The planes, comprising squadron VF-5B, are known as the "Red Rippers," and will give the Chicagoans a glimpse of flying of a character never before witnessed there. Their prospective time of arrival at Glen View airport, Chicago, was announced as 2 o'clock Wednesday afternoon.



FIGHTING FIVE

LANDS 19 SHIPS

ONE PLANE IS KEPT IN PASO PORT

Three Noted Airmen On Roster of the Navy Squadron

Seventeen of the F-4B fighters and two Sikorski amphibians arrived in Midland in time for a take off early this afternoon.

One plane had to be left in El Paso because of motor trouble.

No trouble was encountered on the route besides this. Lt. Lee, one of the flyers told The Reporter-Telegram just before the last planes were taking off.

Fifteen F-4B Boeing fighters and one Sikorski amphibian were ready to take off from Sloan field at 1 o'clock this afternoon for Dallas, enroute to Chicago. The planes landed here from an 8 o'clock takeoff in El Paso.

One Sikorski and two fighters that failed to reach Midland with the Fifth fighting squadron will probably land in Midland later this afternoon for a night stop, and will try to catch their sky mates sometime tomorrow, it was given out at the port.

Beginning to arrive at 10 minutes before noon the ships began landing in formation for several minutes thereafter. One plane was not able to fly to Midland when its motor cut out in El Paso and the pilot dropped his machine near the administration building. Lt. Green-slade, the pilot was not said to have been injured.

The squadron has been on a four-months cruise to Panama and the Caribbean sea ports. It has taken part in exercises held off the Atlantic coast until recently.

Squadron Well Known

It is the policy of the navy department to select each year from the aircraft squadrons at sea one squadron to participate in the National Air races. The squadron selected is always a working unit, that is, one that fills a regular tactical position with the U. S. sea forces.

The Fifth fighting squadron was withdrawn from the joint army-navy maneuvers off San Francisco and notified that it would attend the air races at Chicago.

The squadron left San Diego on the morning of Aug. 18, refueled at Tucson, stopped at El Paso for the night and took off for Midland at 8 o'clock. The planes refueled here upon landing and announced Dallas as an overnight stop. Kansas (See NAVAL PLANES page 6)

Naval Planes--

(Continued from Page 1)

City will be the overnight stop Wednesday.

The group will vary its flying program daily when it gets to Chicago. New formations and various types of attacks upon a constructive enemy will be made each day. Nine planes will demonstrate skill in formation flying, maneuvers, and formations tied together. Another three-plane section will give an exhibition of acrobatic flying.

The squadron has lost but one man while flying a distance that would more than measure around the world, and has on its roster some of its finest pilots in the country. Lieutenant M. B. (Mary) Gardner and Lieutenant F. J. Trapnell, two members of the famous navy stunt team that succeeded the "Sea Hawks," are old pilots of the group. At present, Executive Officers Lt. David Rittenhouse, winner

of the Schneider cup races at Cowes, England, in 1923, Lieutenant W. G. Tomlinson, 1929 winner of the Curtiss marine trophy and Lieutenant D. S. Cornwell, who was given the D. S. C. for flying a disabled plane to the ground when he found that his flying comrade could not jump—and several more famous flyers are in the organization.

The group won the efficiency trophy for 1929-30. Lieutenant Commander J. H. Campman commands the squadron.

noon.

Sikorski Lands With Seven Men

Lt. E. Choure, an assistant pilot and five mechanics, landed at Sloan field today and will remain overnight. They are flying a Sikorski amphibian, the plane the Lieutenant flew here last year at the time planes of the Women's Air derby were beginning to land on the flight that brought them here from El Paso.

The Sikorski took off this morning from El Paso.

MEET FINALS TONIGHT

Mrs. Sloan Serves Coffee to Airmen

Hot coffee will be served the 34 officers and enlisted men who land at Sloan field tomorrow morning at 9 o'clock in 16 land planes and two amphibians. The coffee will be provided by Mrs. Harvey Sloan.

Harvey Sloan has made special arrangements for rapid re-fueling of the ships. It is expected that many Midland people will go to the airport tomorrow to see the landing. Lieut. Commander J. H. Champman in charge of the squadron en route from San Diego to Chicago wrote the Midland chamber Monday that his men would appreciate the hospitality previously offered by Midland.



Stout-Hearted Navy Pilots Show Some Stuff



Red Rippers, crack squadron of navy air fighters, settled down at Hensley Field Tuesday from threatening skies. The squadron is on its way from San Diego to the national air races at Chicago. Lieut. Com. J. H. Campman, captain of the squadron, is shown in the inset with Lieut. Harry Weddington, U. S. A., executive official at Hensley Field. Lieutenant Weddington is at the right. Navy planes doing some close flying, hazardous if pilots aren't pretty good, are shown at the top. In the lower picture are shown Lieuts. J. P. DeShazo, C. S. Cooper, P. A. Wyckoff, C. B. Gill, E. E. Lindsey, W. D. Rowley, C. J. Pfenstay, E. Chourre, F. Lee, W. G. Tomlinson and Lieutenant Commander Campman.

John L. Briggs, all of the junior chamber.

The flyers were entertained at a dance Tuesday night at the Adolphus Hotel by the junior chamber of commerce.

The Red Rippers, officially designated as Squadron Five, have made more than 2,000 landings aboard aircraft carriers without a single fatality or major injury to personnel. It has flown more than 8,000 hours and more than 750,000 miles with the loss of but a single pilot. In addition, on board its mother ship, it has traveled about 25,000 miles.

On the side of the planes is painted the coat of arms, with the head of a vicious looking wild boar as the crest.

Flyers Thrill Dallas Crowd With Bravado

Red Rippers of Navy at Hensley on Way to Chicago Races.

Winners of Tests

Several Records Made by Pilots Included in Present Tour.

Breaking off from echelon formation like shavings before a sharp knife, navy fighting planes of the crack squadron, the Red Rippers, alighted at Hensley Field Tuesday for an overnight stop on a journey to Chicago for the national air races.

Three single-seater fighting planes, compact and formidable, landed at the field at about 4:45 p. m. A few minutes later six similar craft appeared and suddenly zoomed downward as if they would nose into the earth at a terrific speed. Then they straightened and headed across the field in echelon formation while the large crowd gathered to witness the landing looked on. The small, fast ships broke formation rapidly and with precision and settled down to earth.

Two other planes of the squadron arrived shortly later, and a Sikorsky amphibian appeared flying alone. Two amphibians are temporarily attached to the squadron. The second one landed at Love Field. The fighting planes, with 440 horsepower motors, left San Diego at 7 a. m. Monday.

Crack Pilots in Flight

Six of the seventeen fighting planes in the squadron landed at Ranger because of bad weather. They will resume their journey Wednesday morning.

Lieut. Commander J. H. Campman is captain of the squadron.

Among flyers in the squadron are Lieut. B. S. Cornwell, who was awarded the Distinguished Service Cross in 1926; Lieut. David Rittenhouse, winner of the Schneider races in England in 1923, and Lieut. W. G. Tomlinson, winner of the Curtiss marine trophy race in 1929, when he set a new speed record for seaplanes.

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Pilots Give Thrill

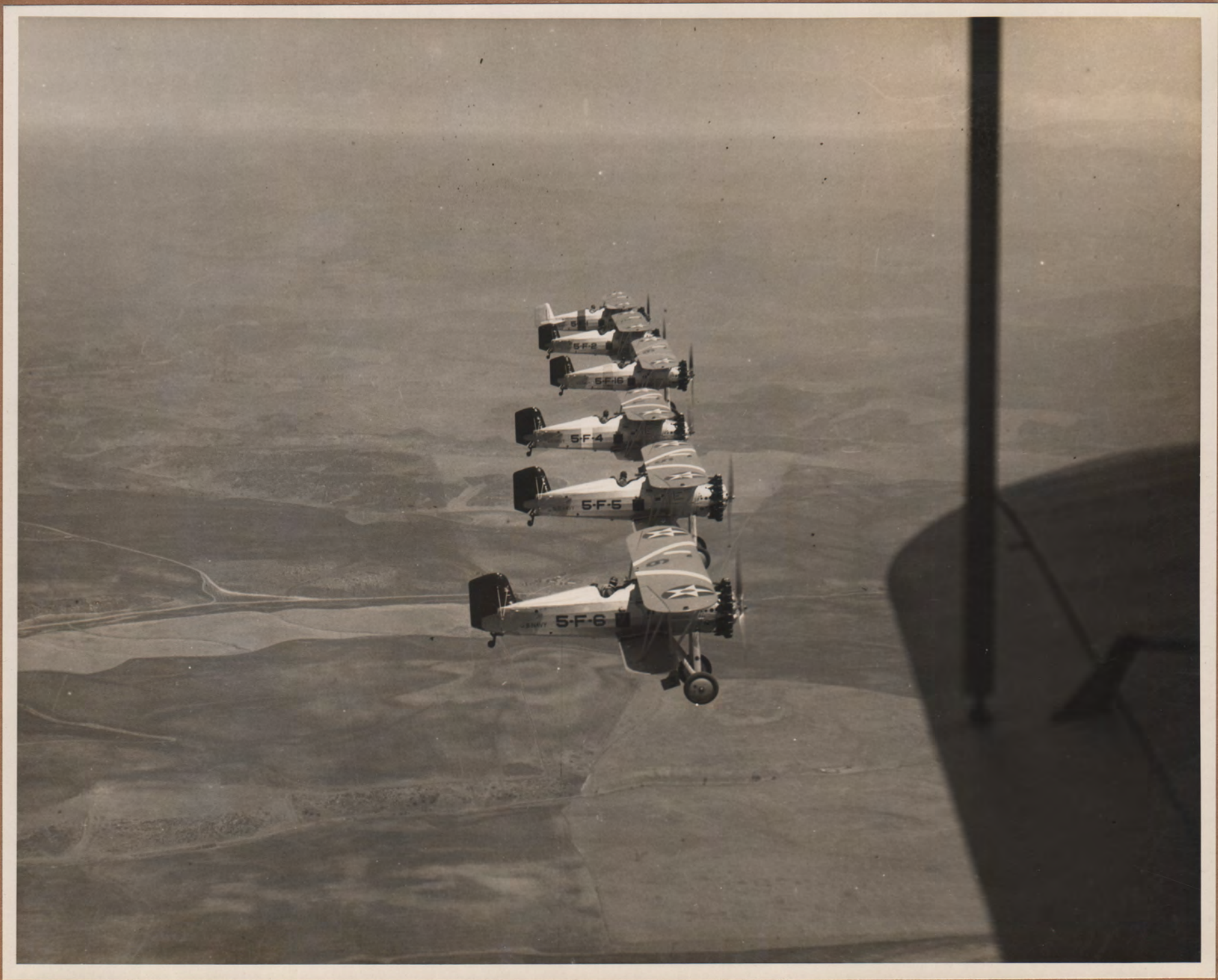
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Lieutenant Cornwell was awarded the D. S. C. because he stayed with a plane wrecked in the air rather than jump with a parachute and leave a companion who was caught in the craft.

Spectators Get Thrill

Two of the planes gave spectators a thrill when they sped above the field, before landing, so close together that their wings almost touched. The planes have a cruising speed of about 125 miles an hour.

Among those at the field during the afternoon were Mike R. Fewell, aviation secretary of the Dallas Chamber of Commerce; Lieut. Harry Weddington, United States Army executive officer at Hensley Field; Howard Hayden, president of the Dallas Junior Chamber of Commerce; Ashley Brewer, vice president; N. A. Easter, secretary; Alfonso Ragland, vice president; Myron Everts, director, and



Thousands See Navy ⁸⁻²¹ Planes

at Moline Airport

As Navy Planes Arrived in Moline



Above are shown some of the U. S. navy fighting planes after they landed at Moline airport this noon. A small part of the huge crowd also is shown. It was about 12:40 as the Dispatch photographer snapped the picture.

State Tour Ships Also Attract Crowds.

Planes in the Illinois air tour, sponsored by the Illinois Chamber of Commerce, arrived at Moline airport early last evening and left this morning. Thousands of persons saw the planes. Details of this tour and of the dinner given the visitors by the Moline Association of Commerce are on another page of today's Dispatch.

Thousands of quad-city residents thrilled to their first glimpse of a navy fighting squadron at Moline airport shortly after noon today when the famous Red Rippers of the Pacific fleet roared over the field in formation.

Led by Lieutenant Commander J. H. Campman, the crack Fighting Fifth is winging its way from the naval air base at San Diego to Chicago for the National Air Races. When the squadron leader saw the thousands of spectators eagerly waiting to greet his fliers, he ordered a circle of the quad-cities and then the formation swept over the field seventeen abreast with wing tips almost touching.

The crowd gasped and then cheered as they watched the perfectly executed maneuver.

Greeted by Payne.

Lieutenant Commander Campman and other naval officers were greeted at the field by Frederick H. Payne, assistant secretary of war, who was ready to leave for Duluth, Minn., after an inspection of the United States arsenal.

The squadron leader was amazed at the size of the crowd at Moline, stating that he thought for awhile he had overshot the field and was landing at the National Air races.

The navy pilots were taken to the LeClaire hotel in automobiles provided by the aviation committee of the Moline Association of Commerce. Tonight they will be guests of the committee at a banquet in the LeClaire hotel.

Lieutenant Commander Campman said that the men would clean up the ships this afternoon and take off for Chicago tomorrow morning. Leading flights of the squadron were Lieut. David Rittenhouse, executive officer and winner of the Schneider cup race, world airplane speed classic, and Lieut. W. G. Tomlinson, winner of the Curtis Marine trophy.

Transports Too.

The Fifth Fighting squadron is made up of eighteen planes, but one of the ships was forced down at Oklahoma City because of motor trouble and has not yet caught up with the formation.

The seventeen planes then swung into flights of three at the signal from Lieutenant Commander Campman. The ships circled the field once, and then at an order from the flight leaders strung out in a single line and landed one by one with mathematical precision that brought more applause from the throng.

Following the fighting planes came two giant amphibian navy transports carrying thirteen enlisted men to take care of the ships for the twenty-one flying officers. The big Sikorsky flying boats are a novel sight at the Moline field, and the crowd gathered quickly around the two ships.

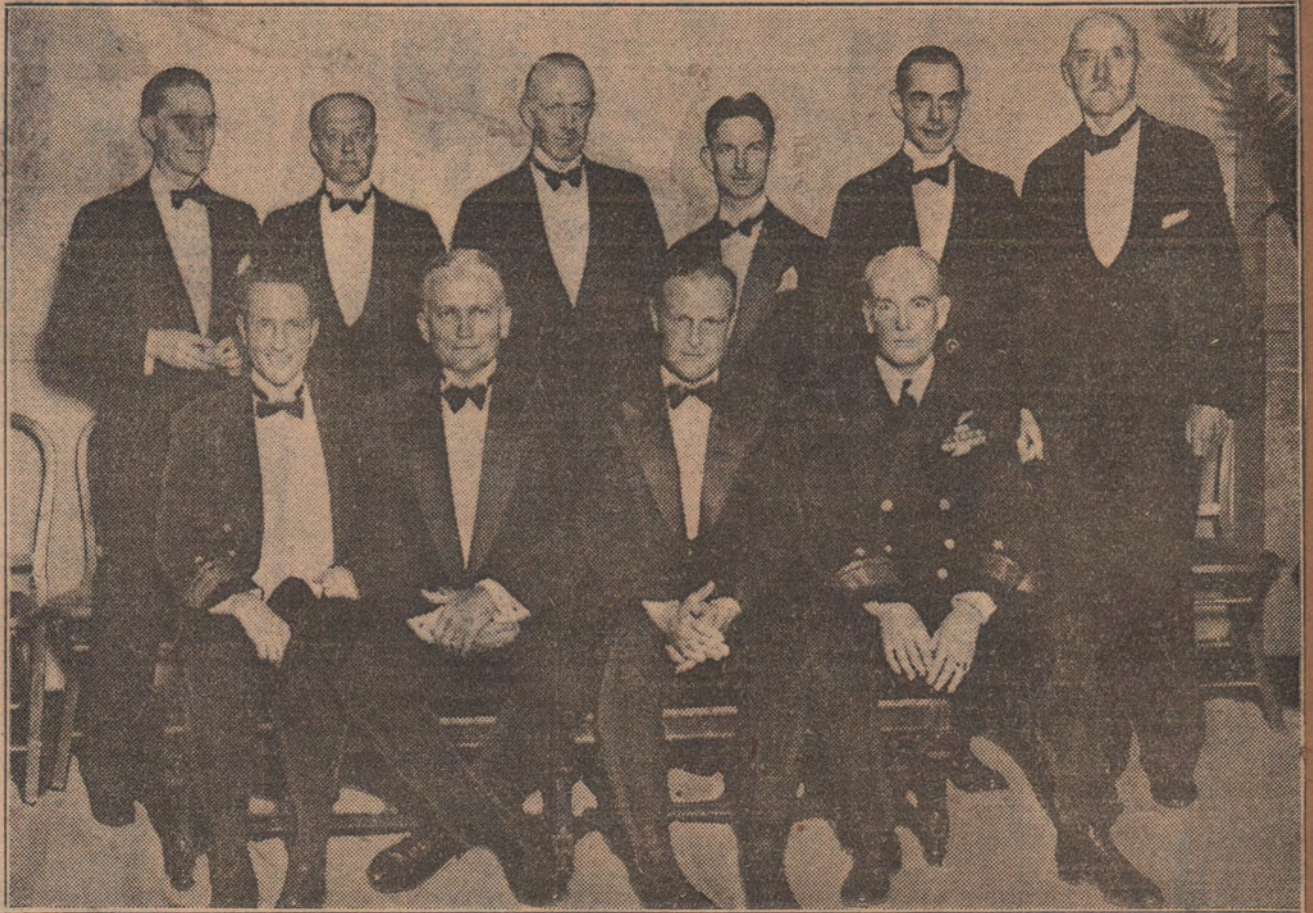
Delayed by Wind.

Strong head winds which they were forced to fly into all the way from Kansas City this morning delayed the arrival of the planes about forty minutes.

While the spectators were waiting, Stub Quinby offered entertainment in the form of spectacular stunts with a new Monocoupe.

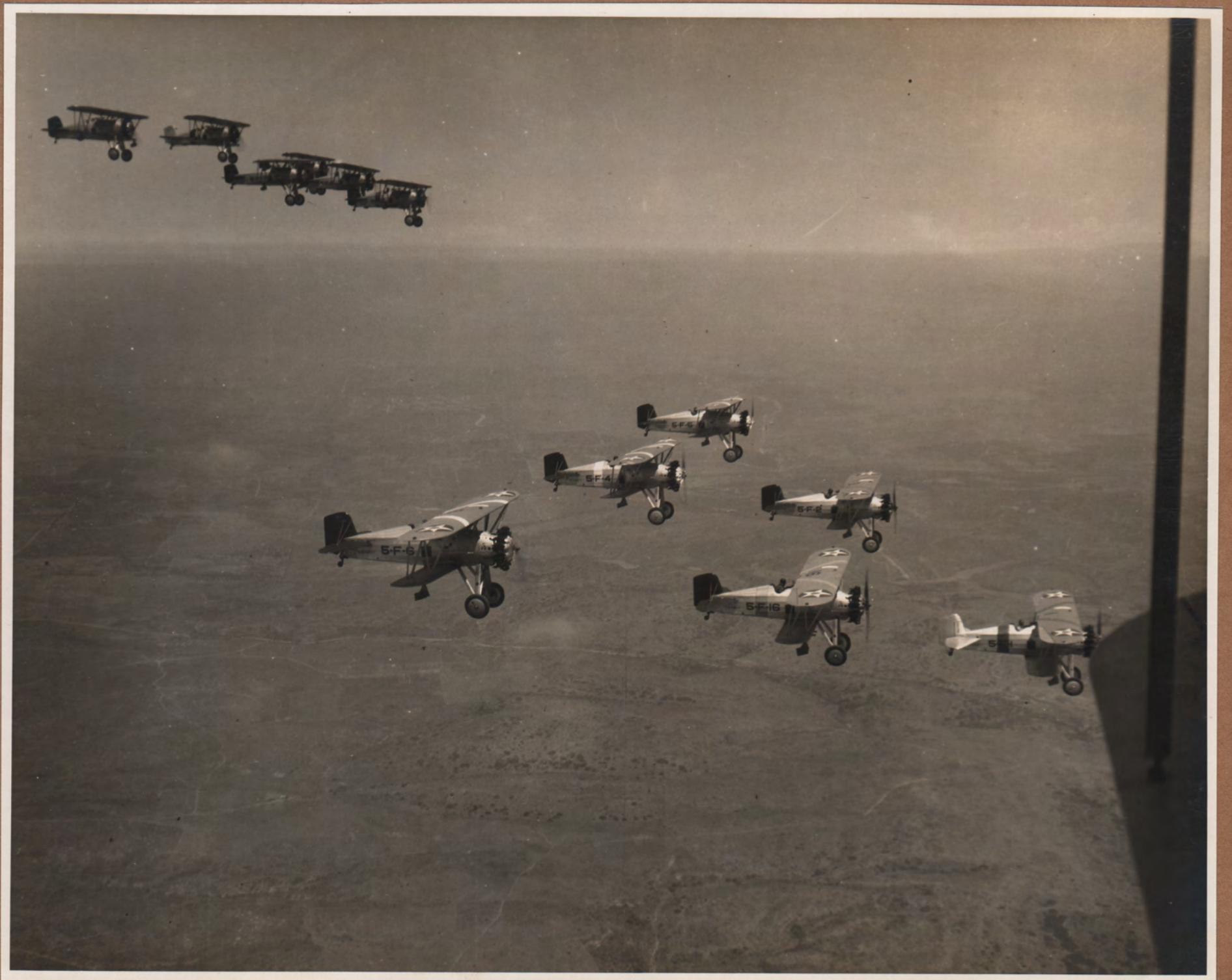


National Air Races Open Today



GUESTS OF HONOR—Some of the noted guests at the National Aeronautic Association's banquet at the Hotel Sherman last night. Left to right (seated): Rear Admiral Richard E. Byrd, Senator Hiram Bingham of Connecticut, Lucius P. Manning and Rear Admiral William A. Moffett. Standing: Maj. Reed Landis, Gen. B. B. Foulois, Earle Reynolds, Albert Roper, Porter Adams and Godfrey Cabot.

Herald and Examiner photo



AIR RACES THRILL

CITY TODAY

AIR RACES OPEN TODAY; ACES OF SKY ARE READY

Crowd to Witness Thrilling Stunts.

Banquet Greets World Leaders Here for Feats

Byrd Is Dinner Guest of Airmen.

1,500 ATTEND
Silent Tribute Paid to Van Lear Black.

With the opening of the 1930 National Air Races today, Chicago becomes the aviation center of the world—at least until this greatest of all flying festivals is concluded.

A banquet at the Hotel Sherman last night, with Rear Admiral Richard E. Byrd as honor guest of the National Aeronautic Association, was the culminating event of the "preliminaries," which also included a brilliant land-and-air parade at noon. At the banquet were some of the world's foremost leaders in aviation.

FAMOUS FLIERS IN AIR.

Here's Program for National Air Races Today

- 1:00 to 1:05—Flag Raising.
- 1:05 to 1:45—Inaugural Ceremony.
- 1:45 to 2:05—Army Pursuit Planes—Tactical Maneuvers.
- 2:05 to 2:30—Event No. 26—Civilian Open Planes—1,000 Cubic Inch.
- 2:30 to 2:50—Navy Planes—Tactical Maneuvers.
- 2:50 to 3:00—Arrival Men's Class "A" Atlantic Derby—from Miami.
- 3:00 to 3:15—Event No. 45—Sportsman Pilot Race—275 Cubic Inch.
- 3:15 to 3:35—Marine Corps Planes—Tactical Maneuvers.
- 3:35 to 4:05—Al Williams and Foreign Pilots — International Team.
- 4:05 to 4:25—Balloon Bursting Contest.
- 4:25 to 4:30—Arrival of Men's Class "B" Pacific Derby—from Brownsville, Tex.
- 4:30 to 4:50—Civilian Acrobatic Exhibition.
- 4:50 to 5:10—Capt. Frank Hawks — Towed Glider Flight.
- 5:10 to 5:30—"Jimmy" Doolittle Mystery Ship.

BY ROBERT WOOD.

Today the 1930 national air races open at Curtiss-Wright-Reynolds airport with the arrival of two cross-country derbies and the first aerial stunting of famous flyers and their speed planes. Fair and warmer weather was promised by the weather bureau.

The opening gun will be fired at 1 o'clock as the first planes take the air, beginning the ten day tournament of speed and spectacle. Air race officials expect 40,000 fans to fill the half mile of grandstands during the opening day of the meet.

Most of the face cards of flying were in Chicago last night waiting to take part in the meet and more are due this morning. The army, navy and marine corps flyers arrived at noon, thundering over the loop before flying off to Curtiss field.

Honor Flyers at Banquet.

An inaugural banquet was held last night in the Hotel Sherman to honor Rear Admiral Richard E. Byrd and a score of celebrated flyers who are preparing to add another chapter to aviation history during the ten days of racing at Curtiss field.

The flyers applauded a message of greeting from President Hoover, delivered to Senator Hiram Bingham, president of the National Aeronautical association, by Lieut. James C. Doolittle, who flew here yesterday afternoon from Washington as a special messenger from the President. President Hoover expressed his regrets at not being able to attend the races.

"These meetings and races are a definite contribution to the development of aviation, supplying stimulation, incentive demonstration and exchange of ideas that are valuable," said the President's messenger. "I hope the occasion will be a great success."

Miami Derby Ends Today.

The men's Atlantic Derby class A is due to cross the finish line at Curtiss field about 3 o'clock, ending a 1,500 mile race from Miami, Fla., for \$3,500 in prize money. Art Killups from La Grange was in the lead last night when the flyers landed at Augusta, Ga.

An hour later the men's Pacific Derby class B will end the last lap of the 1,800 race from Brownsville, Tex. John Livingston of Aurora held a substantial lead over his competitors when the racers landed yesterday at Tulsa, Okla.

Army, navy and marine corps fighting ships will take the air for their first maneuvers today and there will be stunting by civilian teams. Toward the close of the program Al Williams, former navy flying ace, and his famous team of foreign flyers will make their bow before the grandstand with a program of aerial capers.

Hawks, Doolittle to Perform.

Capt. Frank Hawks, transcontinental record holder, sailing over the crowds in a glider towed by an automobile, will be another performer and Jimmie Doolittle is scheduled to cut didos with his fast "mystery" ship.

Races over the five mile triangular course will include a civilian pilots race for planes of 300 horse power and a sportsman pilots race. Parachute jumping and balloon bursting by airplanes will vary the program. At night the three Fire Flies, a team of army stunters from Dayton, will maneuver in their illuminated planes.

While the ordinary airplane with wings, propeller and a fuselage, will bear the greatest burden in the pro-

gram, a variety of other flying craft will be on hand to perform. Yesterday afternoon Juan de la Cueva's "flying windmill" flew in from Philadelphia with Jimmy Ray at the controls. The autogyro, sustained in the air by whirling blades instead of wings, descended to the airport almost vertically when it arrived yesterday. Taxiing to the hangar one of the blades was damaged slightly, but will be repaired in time for a performance later in the week, its pilot said.

Dirigible to Arrive Today.

The army dirigible Puritan is due to arrive today from Dayton and will be moored to a mobile mast at Palwaukee airport, west of Curtiss field. Another flying freak due to take its place alongside the autogyro is the Waterman "flopping wing" plane, on its way here from Los Angeles.

The three "Hell Divers," a navy stunting team from San Diego, dropped in unexpectedly yesterday. The three pilots, Lieuts. Buckworth, Southwick and Thatch, said they would remain here until Tuesday and take part in the flying program.

The service planes arrived simultaneously at noon yesterday, flashed a brief welcome to Chicago and flew out to the race field. Leading the group were 18 Wasp-Boeing fighters from the first pursuit group at Selfridge Field, Mich., thundering over the loop in a formation which spelled "Chi." Out of the south came the "Red Rippers," fighting squadron five from the aircraft carrier Lexington, and after them came nine twin motor Keystone bombers from Langley field.

Parade Staged in Loop.

While the service planes maneuvered above, a huge parade in honor of the visiting pilots and aviation leaders moved down Jackson boulevard and over La Salle street to the city hall while thousands of loop workers crowding the sidewalks on the line of march cheered and office employes tossed ticker tape from the windows of La Salle street skyscrapers.

From the reviewing stand set up before the La Salle street entrance of the city hall, high army, navy and marine corps officials, city representatives and Chicago aviation leaders looked on.

In the reviewing stand were Senator Bingham, Earle H. Reynolds, president of the Chicago Air Race corporation; consuls and consuls general of the various foreign nations; Rear Admiral William A. Moffett, chief of the naval bureau of aeronautics; Maj. Gen. Frank Parker; Rear Admiral W. S. Crosley; Lieut. Col. T. C. Turner, chief of the aviation bureau of the marine corps, and the members of the international flying team, Lieut. R. L. R. Acherley, Great Britain; Marshal Pietro Columbo, Italy; Marcel Doret, France; Capt. Fritz Loose, Germany, and Lieut. Rupert Preston of the British air force. Mrs. Al Williams, wife of the former navy flyer, and Mme. Doret were also in the party.

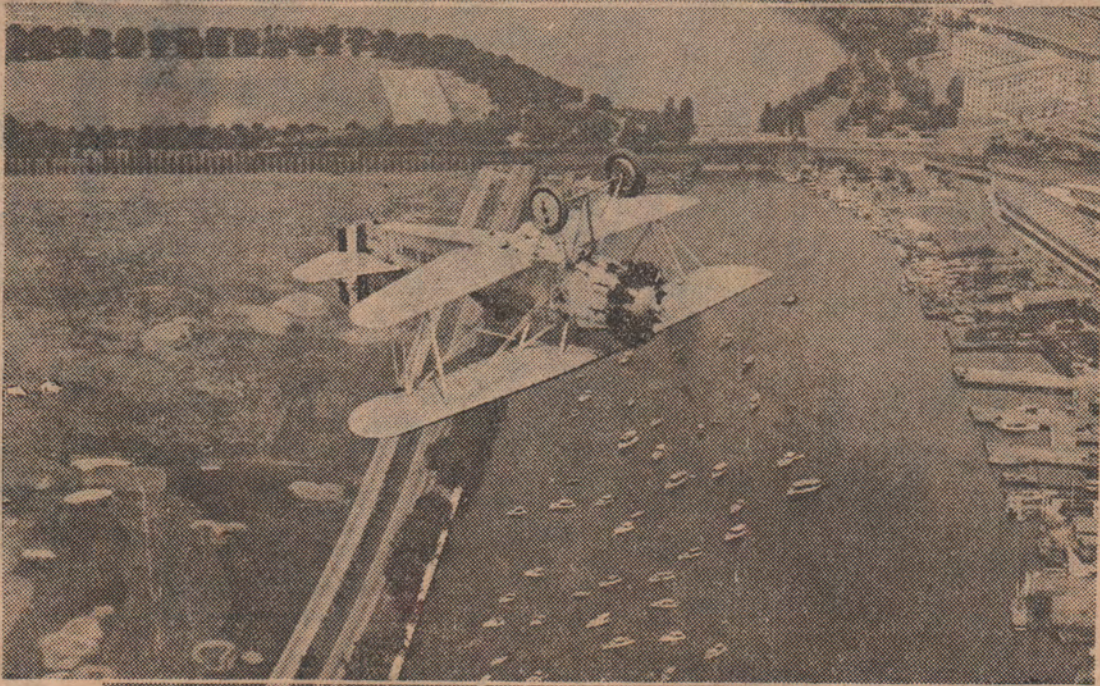
General Obeys Lights.

Brig. Gen. D. D. Foulis, assistant chief of the army air service, arrived too late for the parade. Flying over Curtiss field yesterday morning in a plane piloted by Capt. William Street, Gen. Foulis noted that the "stop and go" lights, designed to regulate air traffic during the races, were in operation and that the red light was against him. For some time the army official flew about waiting for the light to change, finally landing in a nearby field in order not to disobey traffic rules. He learned that the field staff was merely testing the lights.

Last night's banquet was attended by all the Washington officials, famous flyers, and leaders of the aviation industry here for the races.



WORLD UPSIDE DOWN



Lieut. M. B. Gardner of the navy "Red Ripper" squadron in inverted flight. The "Red Rippers" are giving daily exhibitions of acrobatics at the races.

GERMAN SHIP CRACKS UP; HAIZLIP WINS SPEED EVENT

Flies 183.36 Miles an Hour;
Colorful Crowd Cheers Opening
of National Program

With a twenty-one gun salute the 1930 National Air races opened here at Curtiss Wright Reynolds Airport yesterday.

A colorful crowd strung through the traffic arteries leading to the airport and several thousand took their places in the huge grandstands as Senator Hiram Bingham, president of the National Aeronautic Association, hauled Old Glory to the top of the staff.

Floating alongside the Stars and Stripes were the blue flag of the National Aeronautic Association and the white flag of welcome to the National Air Races.

GERMAN PLANE CRASHES.

Marcel Doret, the famous French pilot, treated the crowd to a hair-raising exhibition of acrobatics just before the opening guns boomed. Capt. Fritz Lohse, the German pilot, was the first to have a mishap as he attempted to land his Junkers plane brought here for his use during the races. He ground looped near the north end of the field and his landing gear crumpled. Capt. Lohse was not injured.

As the band play "The Star-Spangled Banner" at the flag-raising a procession of girls dressed in white and carrying red, white and blue parasols marched to the center of the apron in front of the box area and twirled their parasols in time to the music.

Admirals Fly to Ships at Sea; Ashore Longer

TACOMA, Wash., Aug. 24.—Admirals are now piped aboard from seaplanes instead of pinnaces. Instead of a fast cutter, fast seaplanes are now kept in readiness on all ships of the Pacific fleet.

NAVY TO TEST SEAPLANE ON SUBMARINE

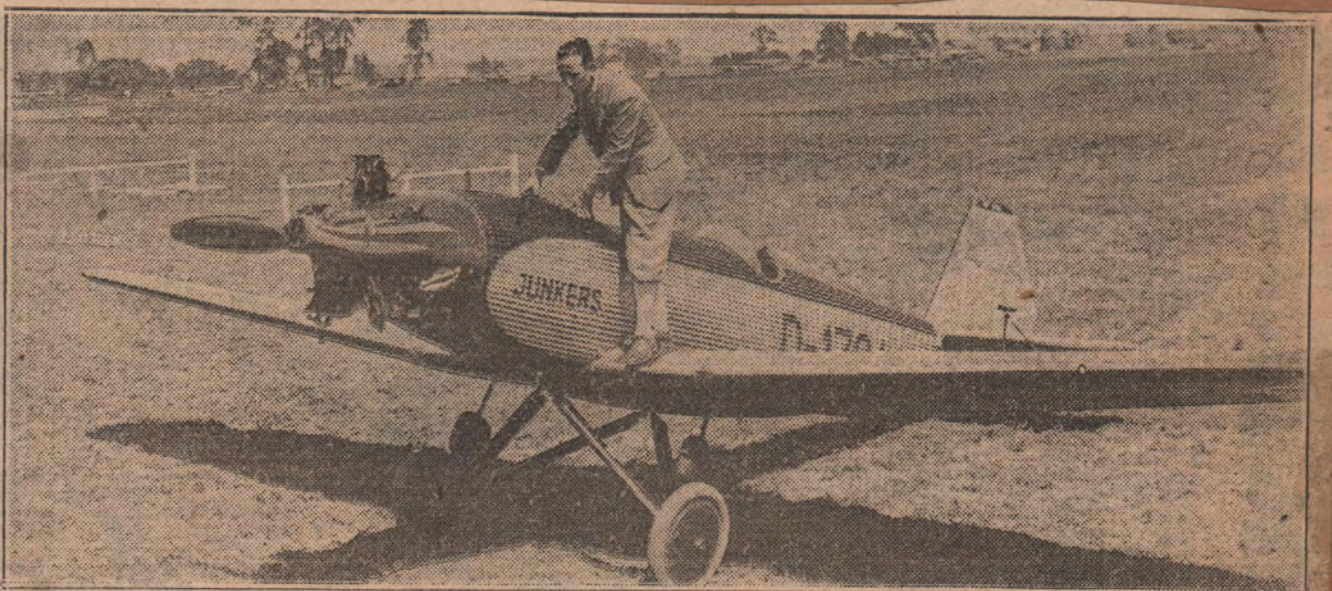
WASHINGTON, D. C., Aug. 23.—Feasibility of equipping submarines with observation and scouting planes is to be determined by new experiments planned by the Department of the Navy, it is announced by the bureau of aeronautics.

One result of the London naval treaty will be the supply of every ship in the battle line with at least one airplane, the bureau believes. Aircraft is at present carried on cruisers, battleships and carriers, the bureau said. While no provisions have yet been made, tests will probably be made of the practicability of supplying destroyers with observation planes.

Previous experiments with airplanes on submarines and destroyers proved impractical. However, the desirability of enhancing the observation facilities of these craft is admitted, it was explained.

A small, fast, folding scout plane has been ordered constructed to be used in submarine experiments, according to the bureau of aeronautics.

Launching of the seaplanes from submarines would have to be accomplished by having the submarine submerge beneath the plane after it had been placed upon the deck, the bureau said.

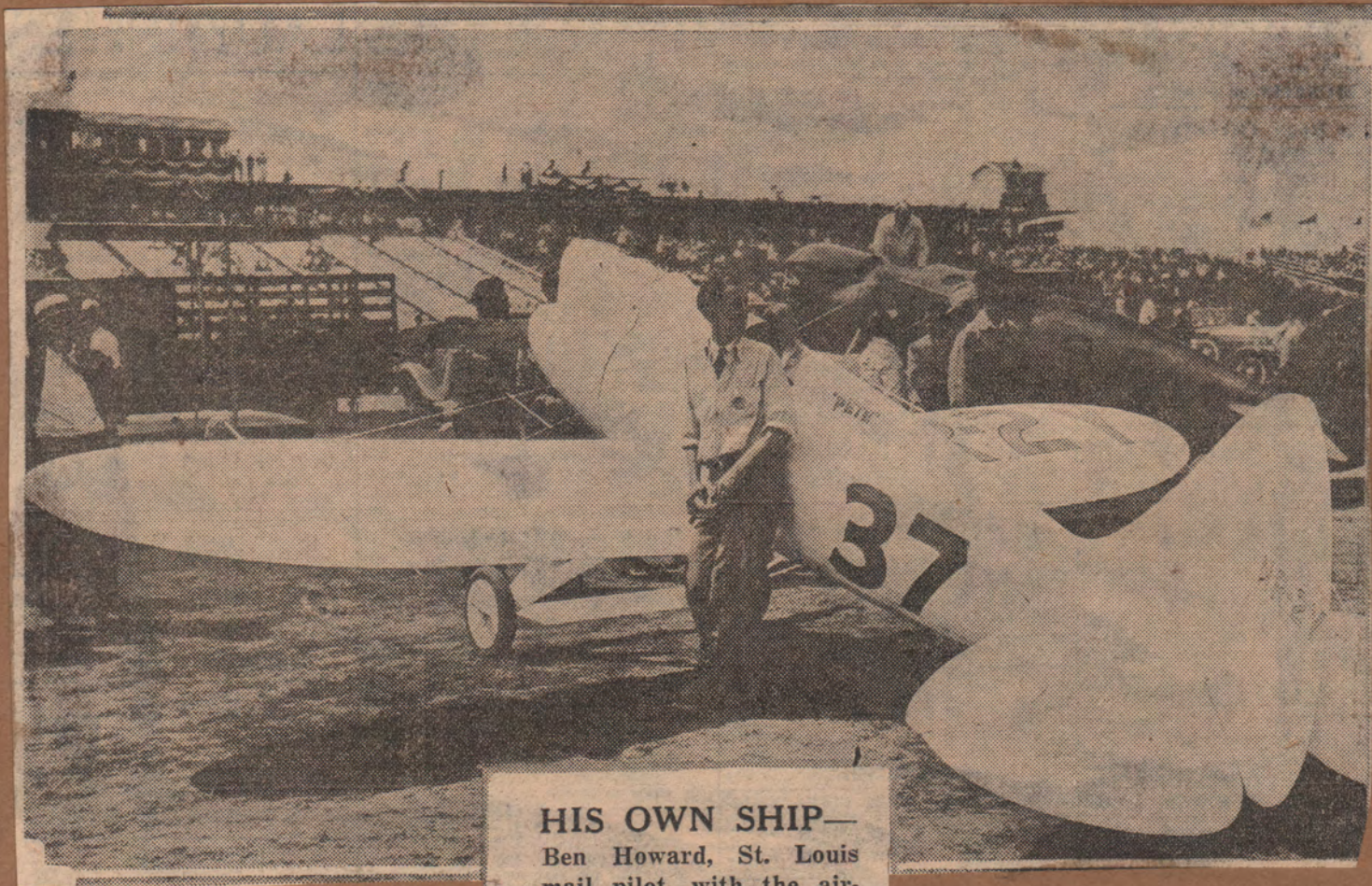


GERMANY'S HOPE—Fred Melchior, representative of the G. Junkers Aircraft Corporation of Germany, inspects the German Junkers monoplane, in which Capt. Fritz Loose will race.

Herald and Examiner photo.

AIR RACE STUNTS

AMAZE HUGE THRONG;



HIS OWN SHIP—

Ben Howard, St. Louis mail pilot, with the airplane he built himself. Not content with his long hours of flying, he put in his spare time on this craft.

SKY JUMPERS AND GLIDERS AWE 40,000 AT AIRPORT

Military Planes Maneuver
in Big Show; Busses and
Autos Block the Highways

HOME-MADE PLANE WINS \$6150 IN RACE PRIZES

CHICAGO, Sept. 20 (A.P.)—The 90-horsepower home-made airplane of Ben Howard more than paid for itself at the national air races here, winning \$6150 in prizes.

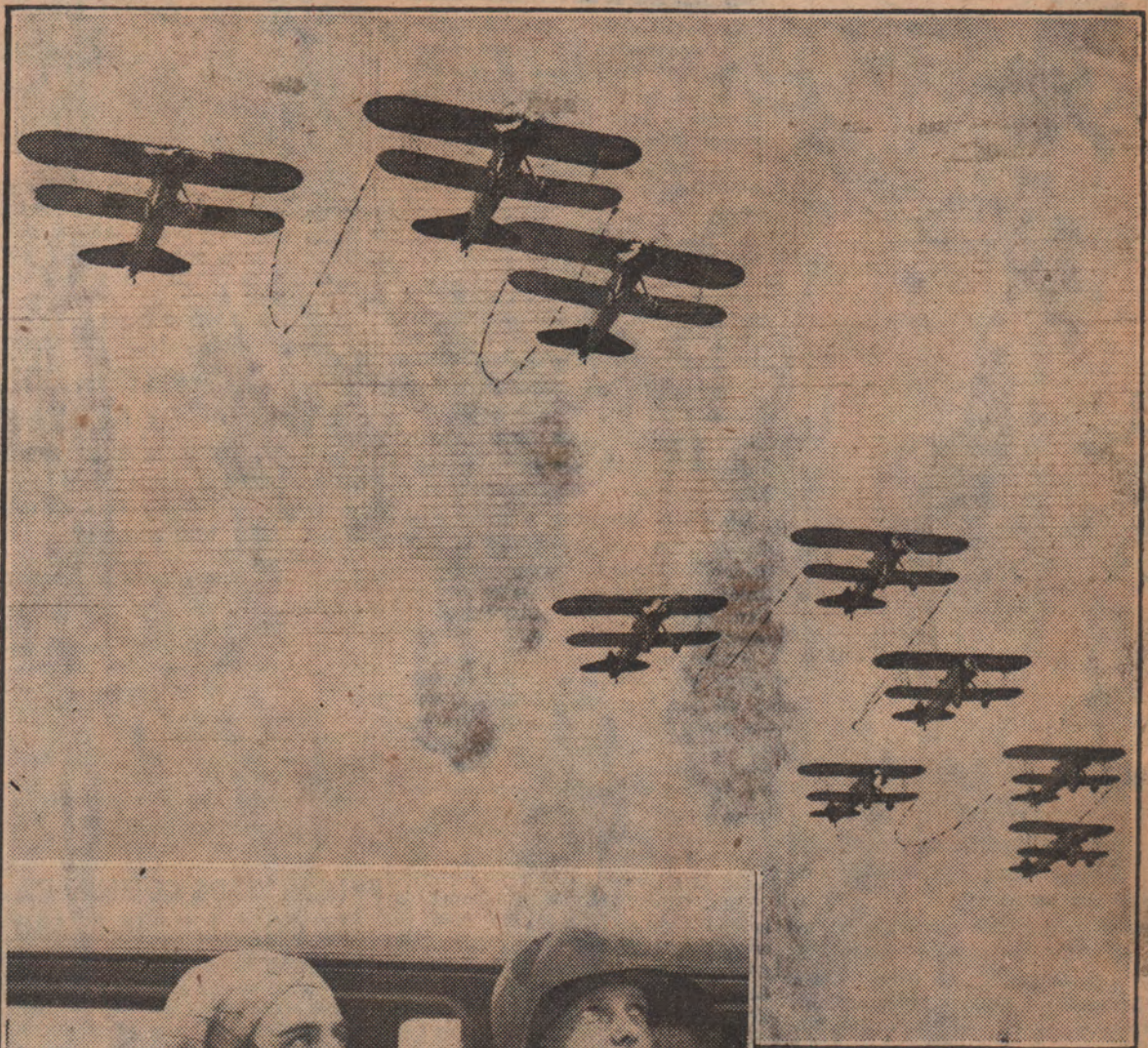
Howard, an airmail pilot, built the tiny machine in his back yard at St. Louis. He won five firsts and took third in the Thompson trophy classic.

Wiley Post, virtually an unknown, was high money winner, with \$7500 for first place in the Pacific coast non-stop race. Gladys O'Donnel with \$5800 was high for women fliers. The Haizlips, May and Jimmy, added \$4700 to their joint bank roll.

VF-5B



NAVY BOMBERS GIVE AMELIA A THRILL



FAMOUS FLYERS TO BE HONORED AT RACES TODAY

Lindbergh Expected by To-
morrow; Throngs Drawn
to Glenview Field.

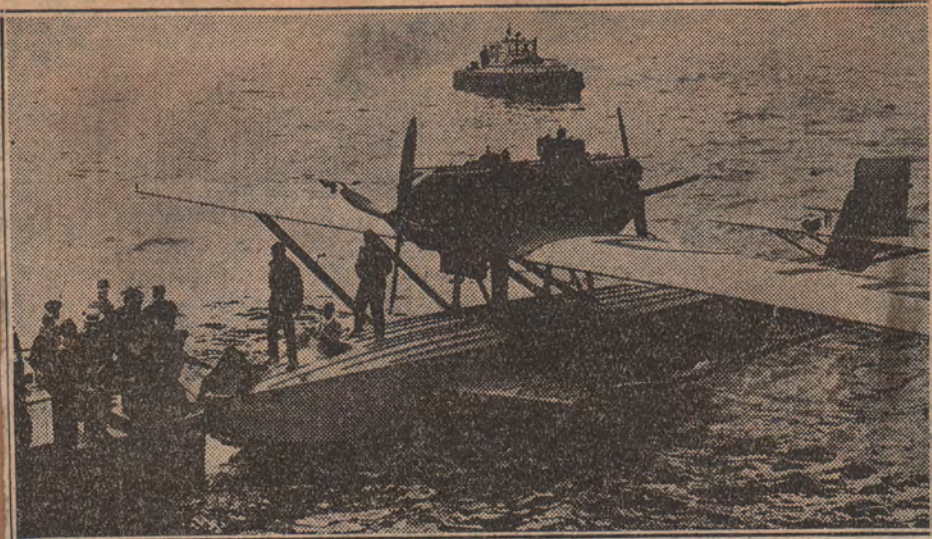
BY DAVID ROTROFF.

Special Dispatch from a Staff Correspondent.
Curtiss-Reynolds Airport, Glenview,
Ill., Aug. 26.—With assurances from
Col. Charles A. Lindbergh that he
will be in Chicago possibly today and
certainly tomorrow, together with a
program of events bristling with at-
tractive numbers, the national air
races opened their fourth day here
this morning.

Every day there are new spectacles to hold the interest of the crowds at the national air races at Curtiss-Reynolds airport. Here is one of the high lights to date—navy bombers flying in formation tied together. "Watch 'em!" is the cry heard on every side. Lorraine Defren, president of the Wing and Prop Club of Boston (left), and Amelia Earhart, Atlantic flyer, are watching the navy's crack birdmen do their spectacular and daring stunts.

[By a staff photographer.]

Today is listed on the official program as "Famous Flyers day," with special features for the Boy Scouts, the Chicago Association of Commerce, the Tri Cities—Rock Island, Moline and Davenport—the army, and the Chicago Press Club. The French will also be especially honored with several ceremonies on the field.



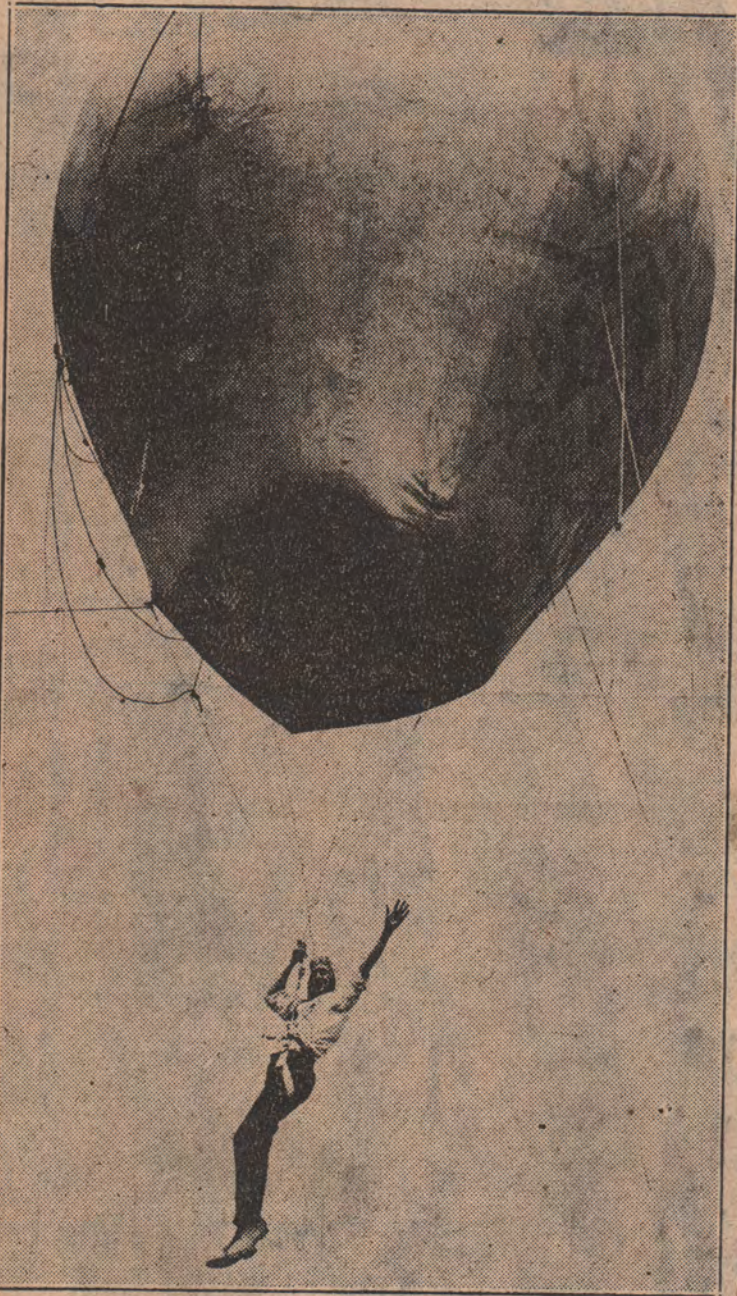
FLY ACROSS ATLANTIC—The four German aviators who spanned the Atlantic in a Dornier seaplane, by way of Iceland, Greenland and Labrador, boarding a police boat in New York harbor after their successful voyage.

International Newsphoto photo.

THURSDAY, AUGUST

**PANAMA BUILDS
NEW BREWERY;
FLEET'S COMING**

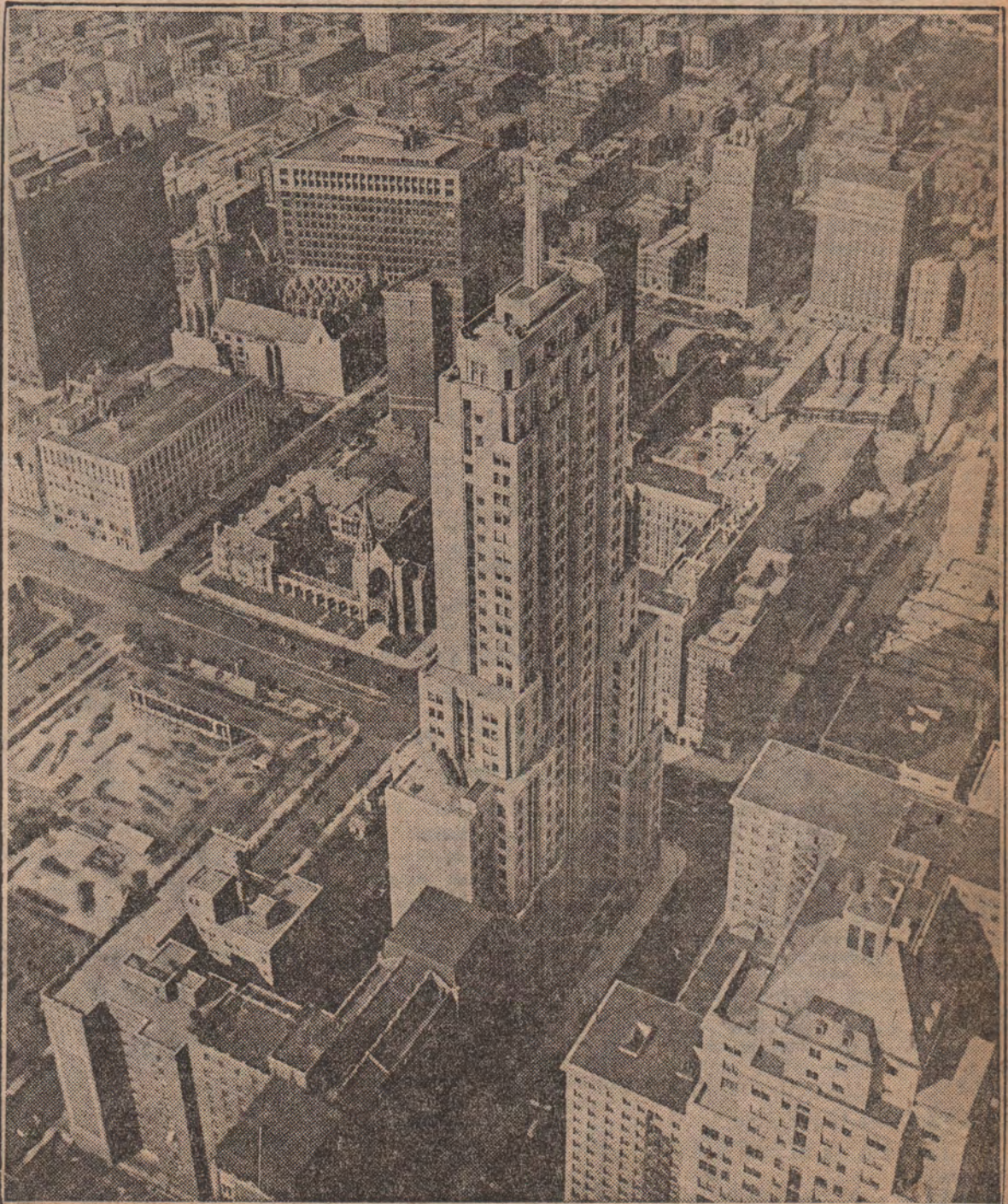
Gets Ready for Rush of
U. S. Sailor Boys.



HERE'S GOOD FUN—A balloon jumping contest was part of the program at the Curtiss-Wright-Reynolds airport yesterday during the National Air Races. The balloon rises about twenty-five feet, and the idea is to see how far you jump with its aid.

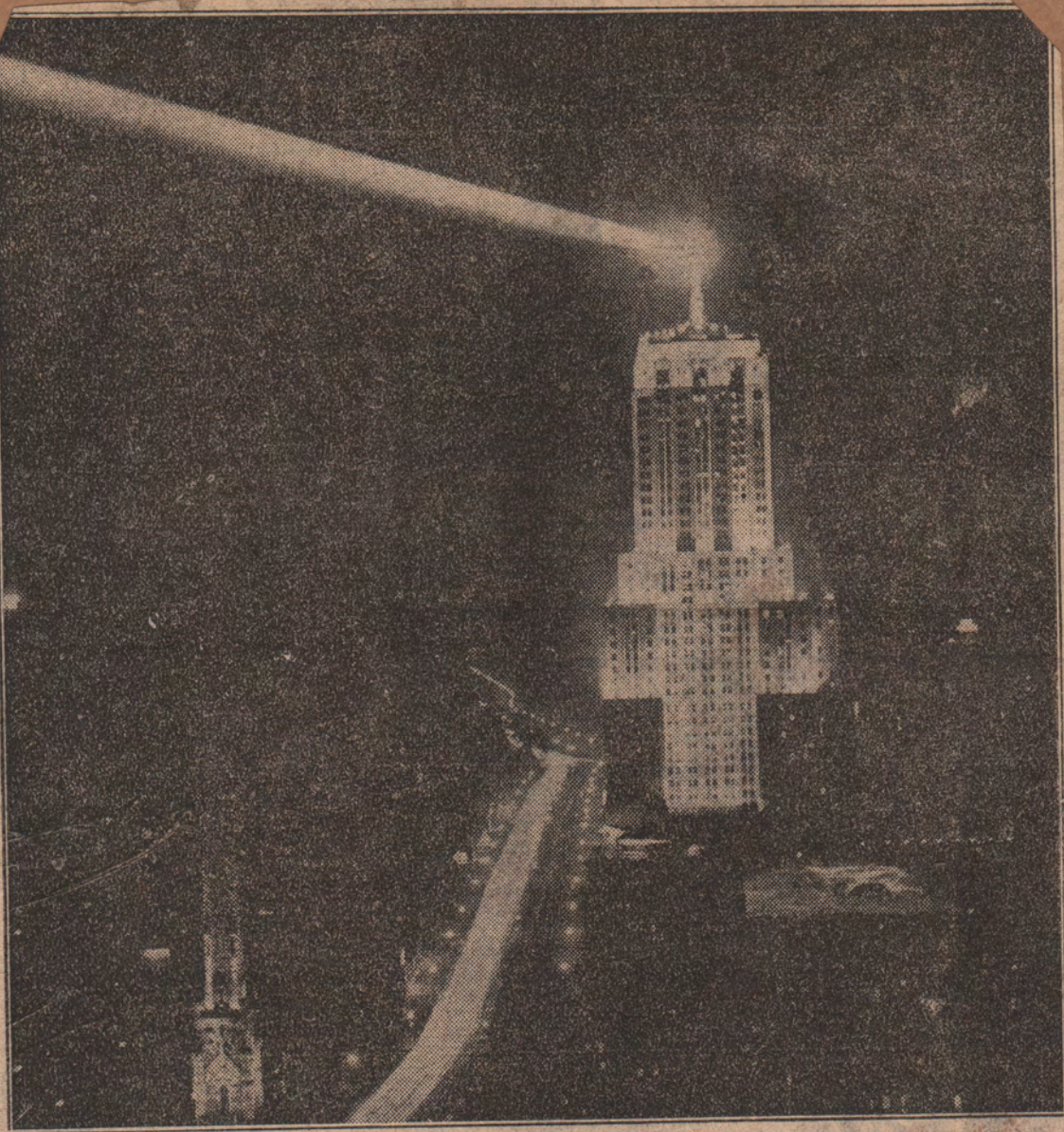
Herald and Examiner photo.

Lindbergh Beacon Again Illuminates the Sky



The beacon, installed on the Palmolive building, as it looks from the air during the day. The picture was taken looking west by south.

[Underwood & Underwood Photo.]



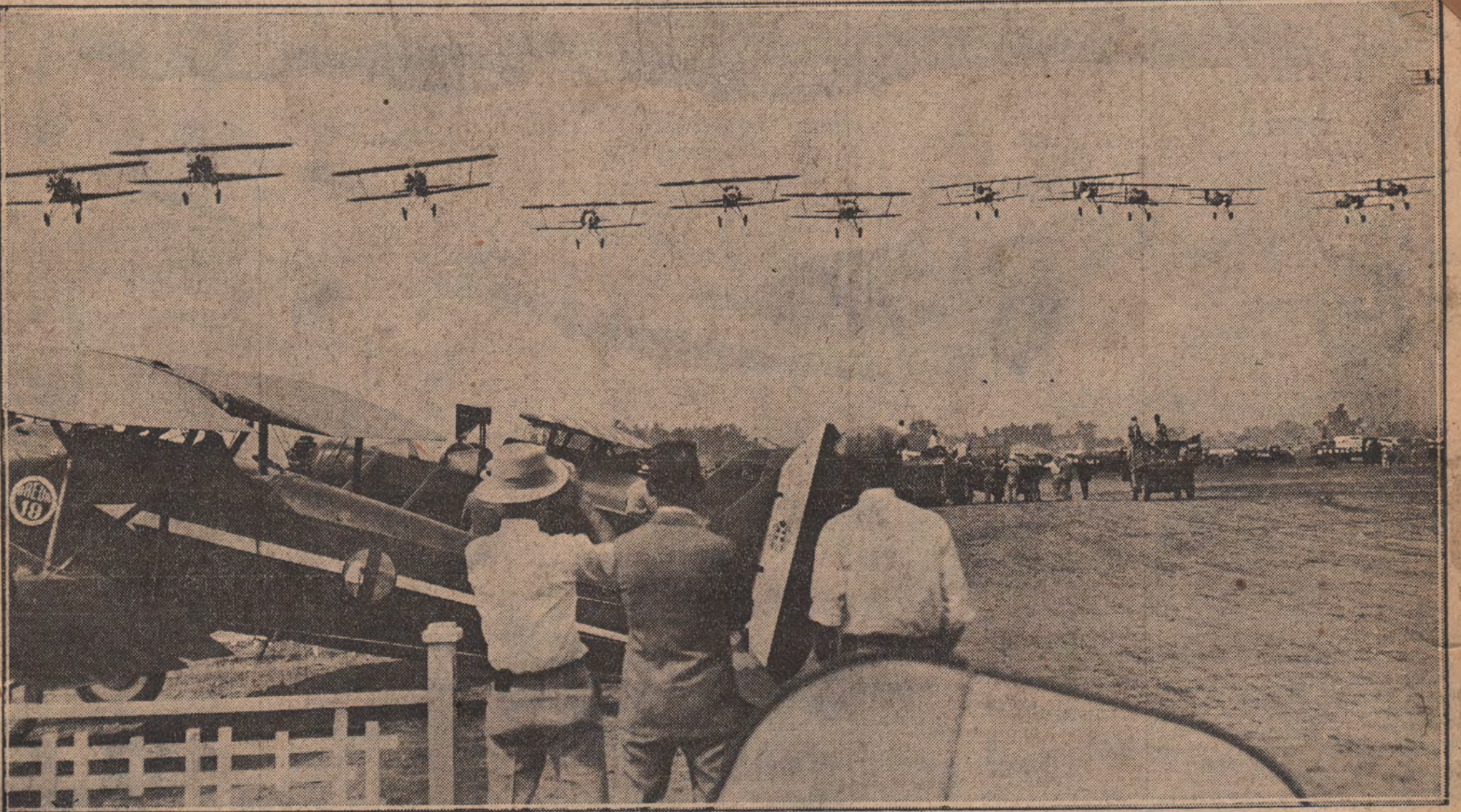
WORLD'S MOST POWERFUL LIGHT—An extraordinary picture of the new Lindbergh Beacon, dedicated last night, as it shot its first rays from atop the Palmolive Building. Col. Lindbergh himself was unable to be present at the ceremony, but will arrive in Chicago today.

Herald and Examiner photo

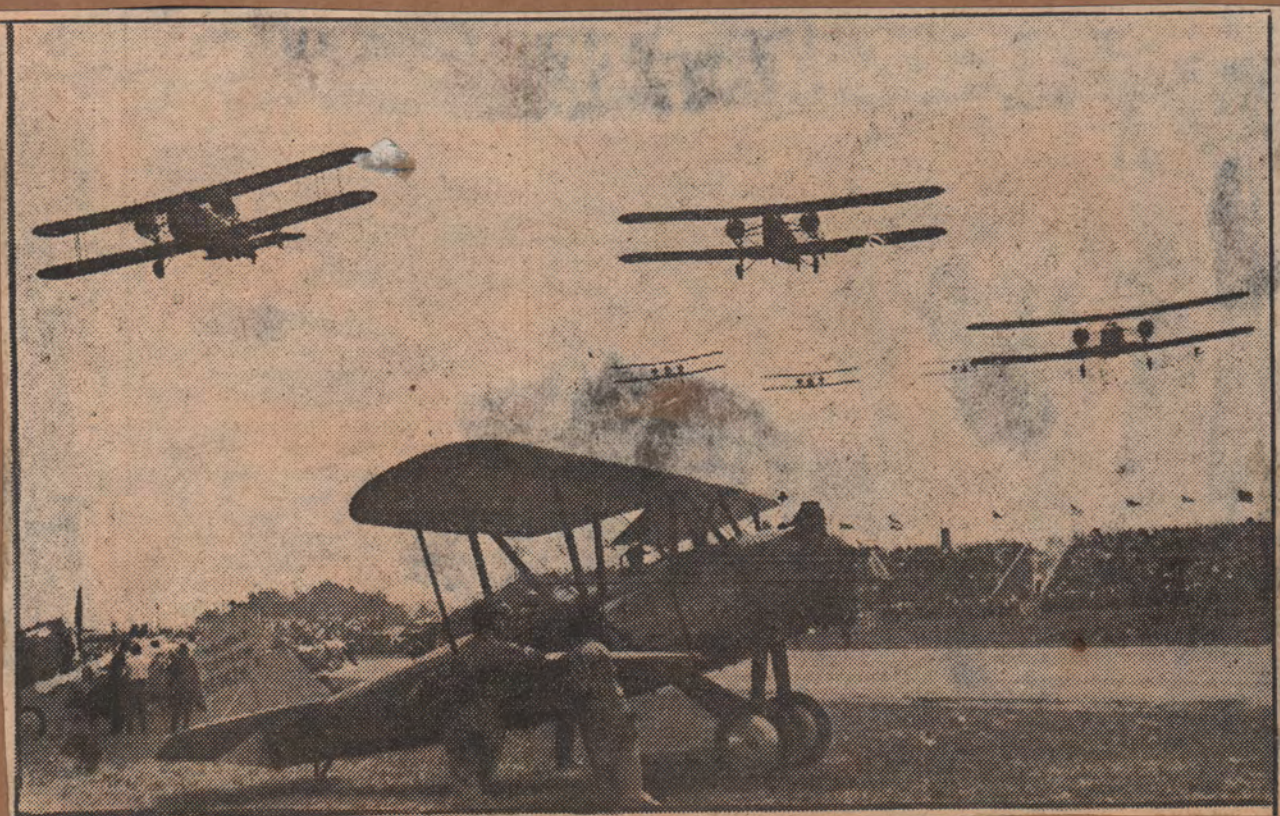


At Right—
THE MOTHER OF TWO CHILDREN WINS THE WOMEN'S AIR DERBY: MRS. GLADYS O'DONNELL,
Who Spent 15 Hours and 13 Minutes in the Air in Covering the 2,250 Miles From Long Beach, Cal., to Chicago.

Crowd of 55,000 at National Air Races



UNITED STATES NAVY FLYERS GO THROUGH THEIR EVOLUTIONS BEFORE GREAT CROWD AT CURTISS FIELD AIR RACES. The navy's aces shared the plaudits of the throng with Casey Jones, old time flyer, who staged a comeback, and the winners of the air Derbies which finished at the field yesterday. The picture shows the naval pilots flying in one of the many formations that were presented.





Stunt Pilot Killed

in Air Race Crash

Death Dives With Stunt Flier



KILLED BY OWN DEVICE—
George Fernic, Roosevelt Fields, N. Y., designer, was killed yesterday in the crash

pictured here when the plane he designed and was piloting dived 75 feet to the ground at the National Air Races.

N. Y. DESIGNER DIVES 75 FEET TO DEATH IN OWN PLANE

Freak Ship Show Brings Third Fatality of Meet; Lindberghs Hop Off for Detroit

BY WILLIAM WESTLAKE.

Diving vertically from a height of seventy-five feet over the north end of Curtiss-Wright Reynolds airport, George Fernic of New York crashed to his death yesterday before a crowd of 50,000 at 1930 National Air Races.

Fernic was flying a small plane of his own radical design, with an auxiliary wing attached to the ceiling in front of the man wing.

CRASH INTO PARKED PLANE.

His plane suddenly shifting from normal flight position and dove to earth, crashing on the small cabin plane of Mrs. Martie Bowman of Hemstead, L. I., the woman pilot who finished second in the woman's Dixie Derby.

Fernic was killed instantly. The Bowman monoplane, one of 200 airplanes parked in that section of the field, was demolished.

The death of the 35-year-old designer, who was a former lieutenant in the American army, was the third to mark the air races, which have been in progress for a week. Five other accidents, in which planes have been smashed, complete the list of casualties for the meet up to date.

None of the field crews or pilots who were in the area where Fernic crashed were hurt. W. S. Allison of Cleveland, O., who had just stepped from the monoplane, was narrowly missed by the falling plane.

GUARDMEN SLUG OFFICIAL.

A swarm of several hundreds of spectators from the north bleachers and stands and a crowd of people already inside of the safety fence raced to the scene.

While the crowds were rushing to the crash, soldiers of the Illinois National Guard in disobedience to orders once more slugged a race official and attempted to smash the cameras of newspaper photographers.

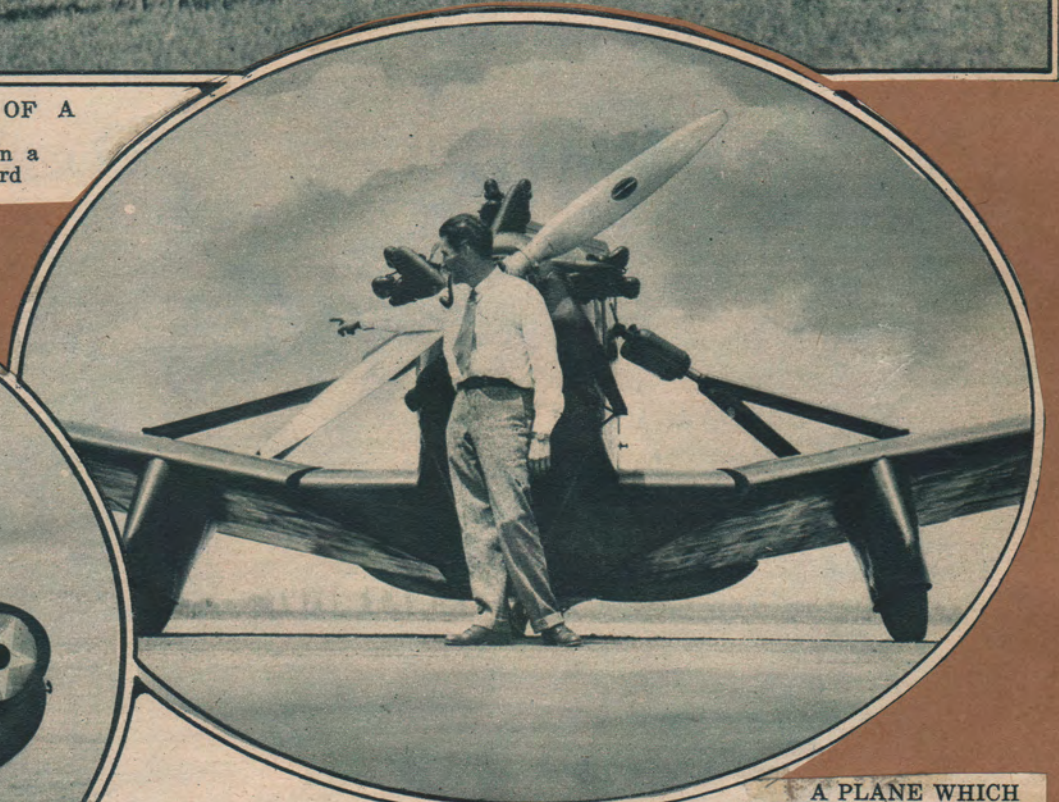


AFTER A FAST EXPRESS OF THE AIR CRASHED: WRECKAGE OF A TWENTY-TWO-PASSENGER SEAPLANE, Flying From Buenos Aires to Miami, Fla., Which Was Seriously Damaged in a Forced Landing Near Havana, Cuba, Though All of the Fifteen Persons on Board Escaped Injury.



AN ARMY PLANE GETS INTO TROUBLE IN THE NAVY'S DOMAIN: A FAST PURSUIT CRAFT

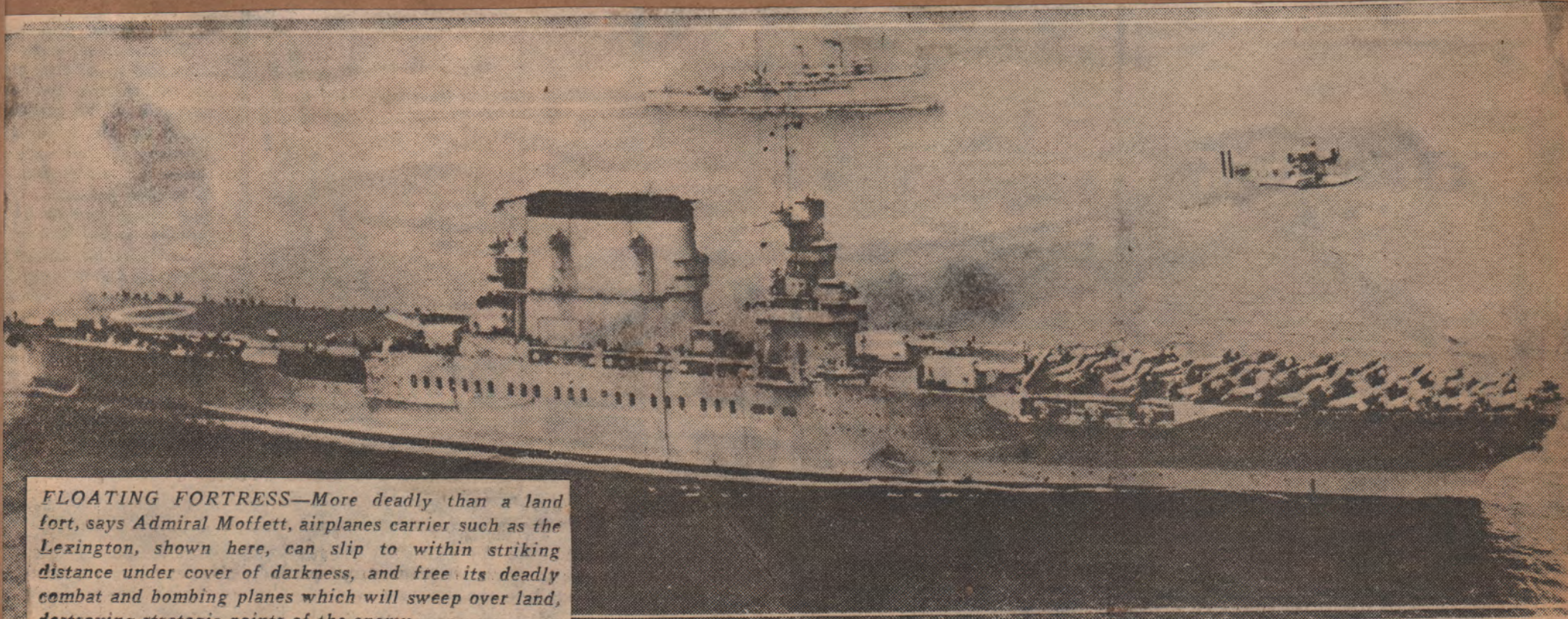
Which Plunged Into San Francisco Bay After Running Out of Fuel While Flying With the Defending Forces in the War Games Off the Golden Gate. The Pilot Was Uninjured.



A PLANE WHICH CAN SHIFT ITS WINGS WHILE IN FLIGHT: WALDO D. WATERMAN of Los Angeles Displays the Craft Which He Has Developed In Two and One-Half Years of Secret Experiments in an Effort to Produce a Machine Which the "Average Man" Can Fly Without Long Training. The Wings Are Hinged So That the Pilot Can Change Their Angle With Controls Operated by Compressed Air, Permitting Slower Landing Speeds.

MOFFETT SAYS AIR FORCE

WILL RULE SEAS



FLOATING FORTRESS—More deadly than a land fort, says Admiral Moffett, airplanes carrier such as the Lexington, shown here, can slip to within striking distance under cover of darkness, and free its deadly combat and bombing planes which will sweep over land, destroying strategic points of the enemy.

CHIEF OF NAVY AVIATION URGES U. S. TO MAINTAIN SUPREMACY FOR DEFENSE

Swift Progress in Effort for Mastery of the Air Is Pointed Out by Admiral; Tells How Planes Can Fight Ships and Defend Coast

By REAR ADMIRAL W. A. MOFFETT,
Chief of the Bureau of Aeronautics, U. S. Navy.

THE United States entered the world war with but one naval air station and thirty-eight naval aviators to man it. Before that time Great Britain had been secretly carrying on extensive research in its navy, utilizing this new mysterious weapon for aerial combat. The admiralty had even built four airplane carriers for service with the fleet.

Intense application and study had succeeded in bringing this infant branch of the American service into a comparable status with the other aviation forces of the allies and by the close of the war twenty-one naval air stations had been established in the United States in conjunction with other naval forces for the protection of coastwise ocean commerce and our sea communications with the fleet.

Seaplane stations were also established and manned by our naval air forces in England, Ireland, France and Italy for the same purposes.

It is interesting to remember that 200 naval aviators and their mechanics were the first armed forces from the United States to land in France.

Navy's Advance

Rapid Progress in Air
Is Recognized.

The potentialities of naval aviation were not lost upon the military leaders of the world during the frightful years of the war. The direct result in this country of the significance of this new arm was the establishment and organization of the bureau of aeronautics in the Navy Department in 1921.

The development of American naval aviation by the navy since that time has been the subject of much comment from foreign ob-

servers. One of the greatest authorities of modern times, whose knowledge is not only theoretical but eminently practical as well, is Admiral Lord Beatty, second in command of the British high seas fleet at the battle of Jutland.

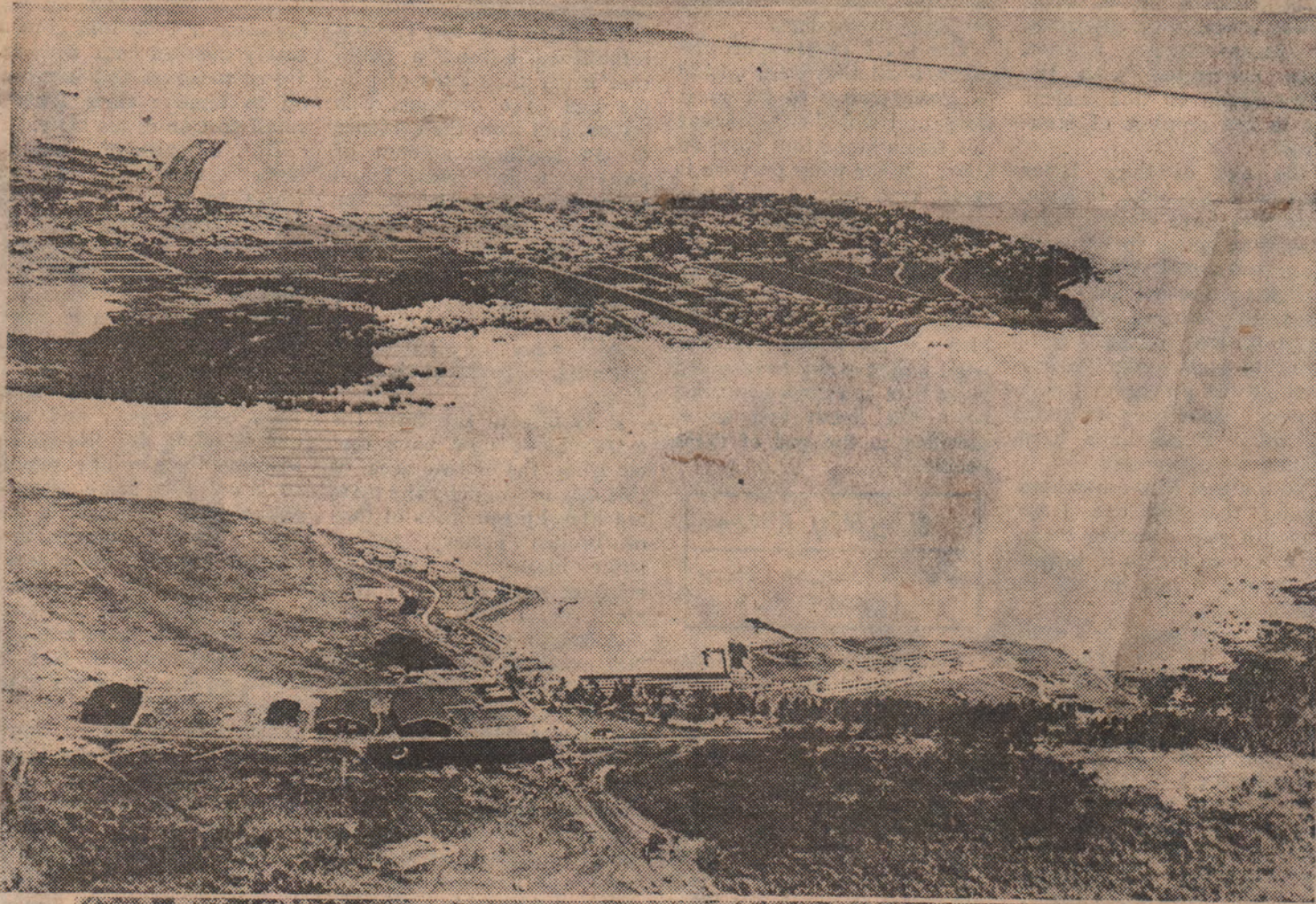
In a recent letter to the London Times, Lord Beatty compared the respective merits of naval aviation in the British and American navies, and then declared:

"The British navy is the most up-to-date and efficient navy in the world, except in one respect, and that is its air equipment. The air wing of the United States navy . . . is far ahead of our fleet arm. They carry out exercises on a scale quite impossible in our fleet. Co-operation between their ship borne and shore based aircraft has reached a high state of efficiency; with us it is non-existent."

The ever-increasing importance of naval aviation in international agreements lead-



Turn to Page 4, Column 1.



WEAK?—The entrance to the Panama Canal, so important to our defense in time of war as a quick means of passage for the navy. Admiral Moffett describes how

airplanes from a carrier, during war games, swept down through the clouds at dawn and theoretically destroyed the canal locks before the defenders could act.



THIS NAVY CRAFT CARRIES ITS OWN FOOTBALL FIELD: THE GRIDIRON SQUAD OF THE AIRPLANE CARRIER SARATOGA, Coached by Lieutenant Dixie Kiefer, Holding a Workout on the Flying Deck, With the San Francisco Skyline as a Backdrop. The Team Was Runner-Up for the Fleet Championship Last Year.

Officers and Executive Staff Chicago Air Race Corporation



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FREDERICK H. RAWSON
TREASURER



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CONTEST CHAIRMAN



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ADV. & PUBLICITY DIRECTOR

VIEWS OF PAST AIR RACES



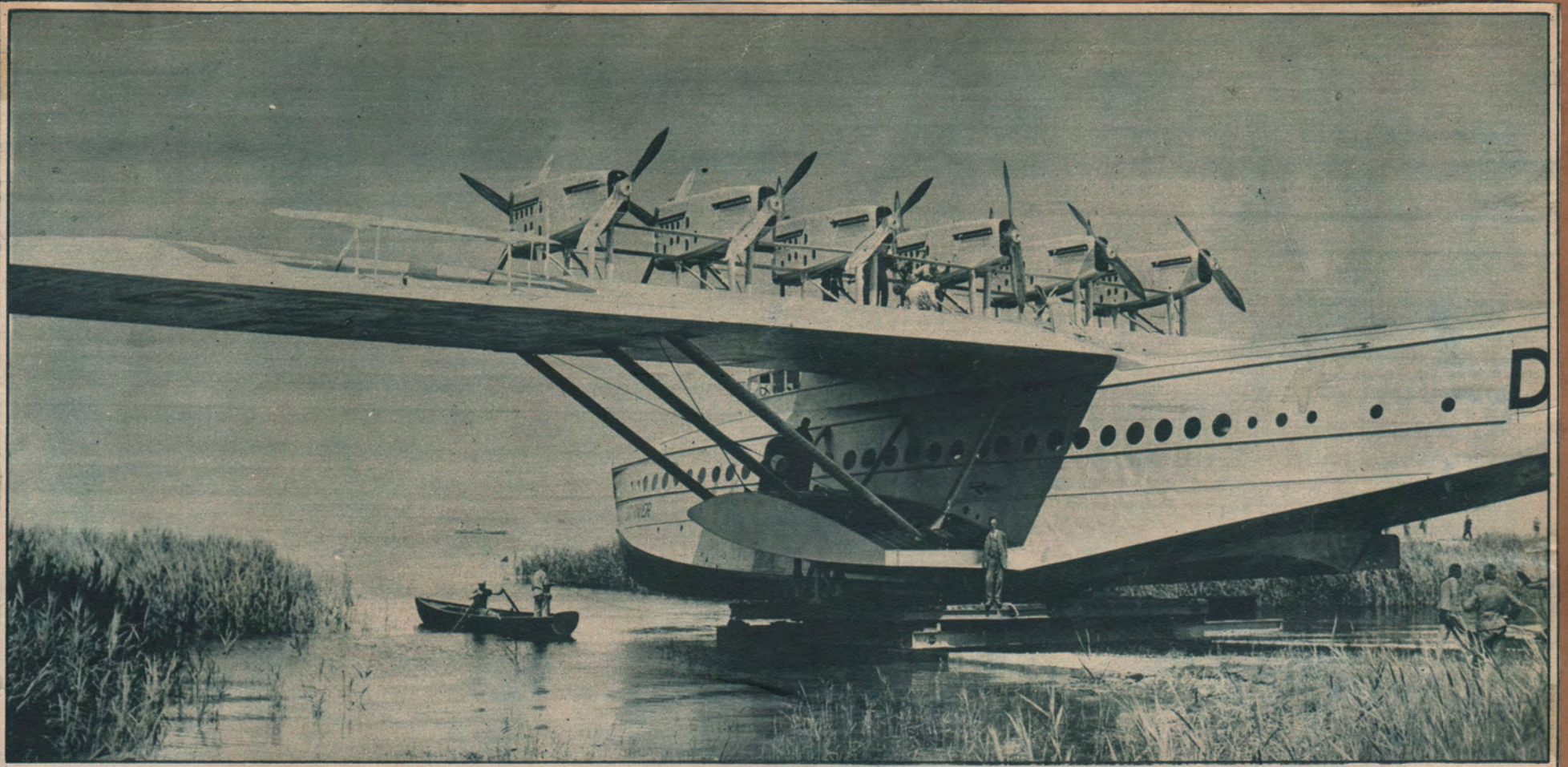
Navy "High Hat" formation led
by Col. Charles A. Lindbergh,
taking off for flight at 1929
National Air Races



Lieut. Harold G. Brow with the
Navy Curtiss Racer in which he
finished second in the Pulitzer
Trophy Race of 1923 at St.
Louis, at a speed of 241.77
M. P. H.

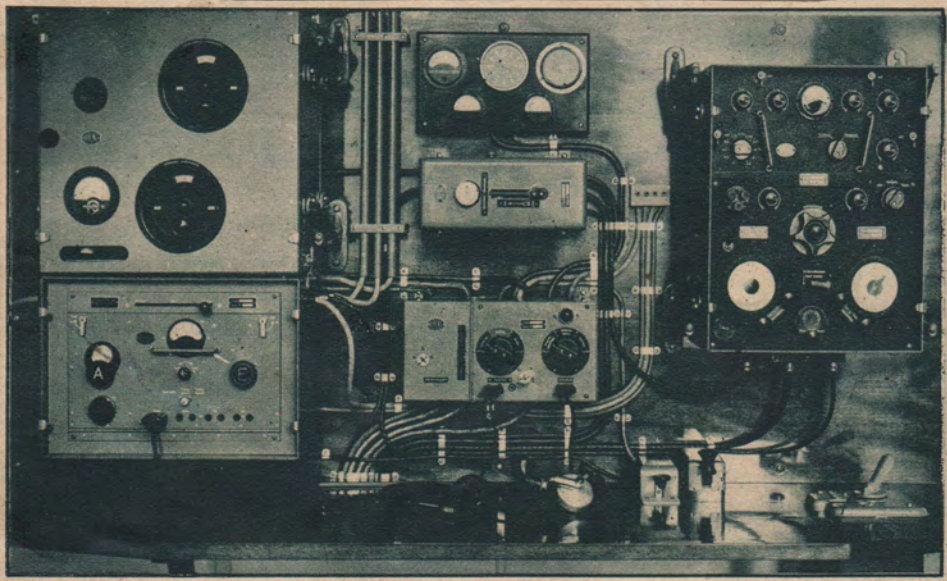


AFTER AN AIR RACER CRASHED AT THREE MILES A MINUTE: WRECKAGE OF MAJOR
JOHN A. MACREADY'S PLANE.
Which Was Scattered Over a Wide Area When One of the Wings Broke While the Famous Army Flier
Was Leading in a Chicago Racing Event. He Was Seriously Injured But Is Expected to Recover.



**THE WORLD'S
BIGGEST PLANE
TUNING UP FOR
A TRANS-
ATLANTIC
FLIGHT: THE
DO-X,**

the Giant German Hydroplane in which 169 Persons Were Carried Aloft, Being Groomed for a Lisbon-New York Trip. She Now Mounts Twelve New American Curtiss Conqueror Motors, Each of 625 Horsepower, and Is Expected to Weigh 53 Tons, Including 20 Tons of Gasoline, at the Take-Off.
(Times Wide World Photos.)



**A RADIO INSTALLATION AS COMPLICATED AS THAT OF A STEAMSHIP:
THE WIRELESS ROOM OF THE DO-X,
Which Makes It Possible for the Plane to Keep in Touch With the Land at All Times.**



**SPACIOUS ACCOMMODATIONS FOR AERIAL TRAVELERS: THE
DINING ROOMS
of the Big Plane, Which Weighs Thirty-one Tons Exclusive of the Twenty Tons of Gasoline Required for the Flight Across the Atlantic.**

Crash Ends MacReady's Race



ARMY STAR HURT—Ruins of Maj. John A. MacReady's plane, which crashed in the men's Kelley trophy contest at the air races yesterday. Thousands waiting in the stands to greet the German sea fliers were unaware of the accidents, which occurred a mile north of the field. MacReady was taken to Evanston for treatment for minor injuries. (Story on Page 1.)

Racer's 'Backwash' Downs Famous Flier's Plane.

SAVED BY SKILL

Tilts Wing to Ease Crash; 'Chute Jumper Hurt.

(Picture on Page 3.)

Maj. John A. MacReady, famous airplane pilot, was severely injured yesterday when his plane crashed in one of the events of the National Air Races at the Curtiss-Wright-Reynolds Airport.

MacReady was taken unconscious from the wreckage, given emergency treatment on the field and rushed by ambulance to the Evanston Hospital.

There surgeons said that he had suffered a broken nose, a shoulder injury and shock. They said he would recover.

SAVES SELF BY SKILL.

Superb flying saved the pilot from death. He was a contestant in the men's free-for-all civilians' race for the William V. Kelley trophy.

Traveling at almost three miles a minute, the racers were rounding the pylon farthest from the grandstands—about two miles away—when MacReady's ship entered the propeller wash of the plane just ahead.



NARROW ESCAPE—Maj. John A. MacReady, whose plane crashed while he was racing at a rate of nearly three miles a minute.



Officials and others with binoculars who could witness the accident gasped as MacReady's ship staggered crazily, dipped, turned on its side and nosed toward the ground, only a hundred feet below.

TILTS SHIP FOR FALL.

Afterwards other pilots agreed that an ordinary flier would have struck in a vertical dive, assuring certain death. But MacReady in some way got the plane to the ground while yet in a quasi-horizontal position.

At that, his terrific forward speed caused his ship to bound for several hundred yards. Both wings were sheared off and the fuselage was snapped at the cockpit.

Before he struck earth the pilot had cut his ignition switch, avoiding the possibility of fire.

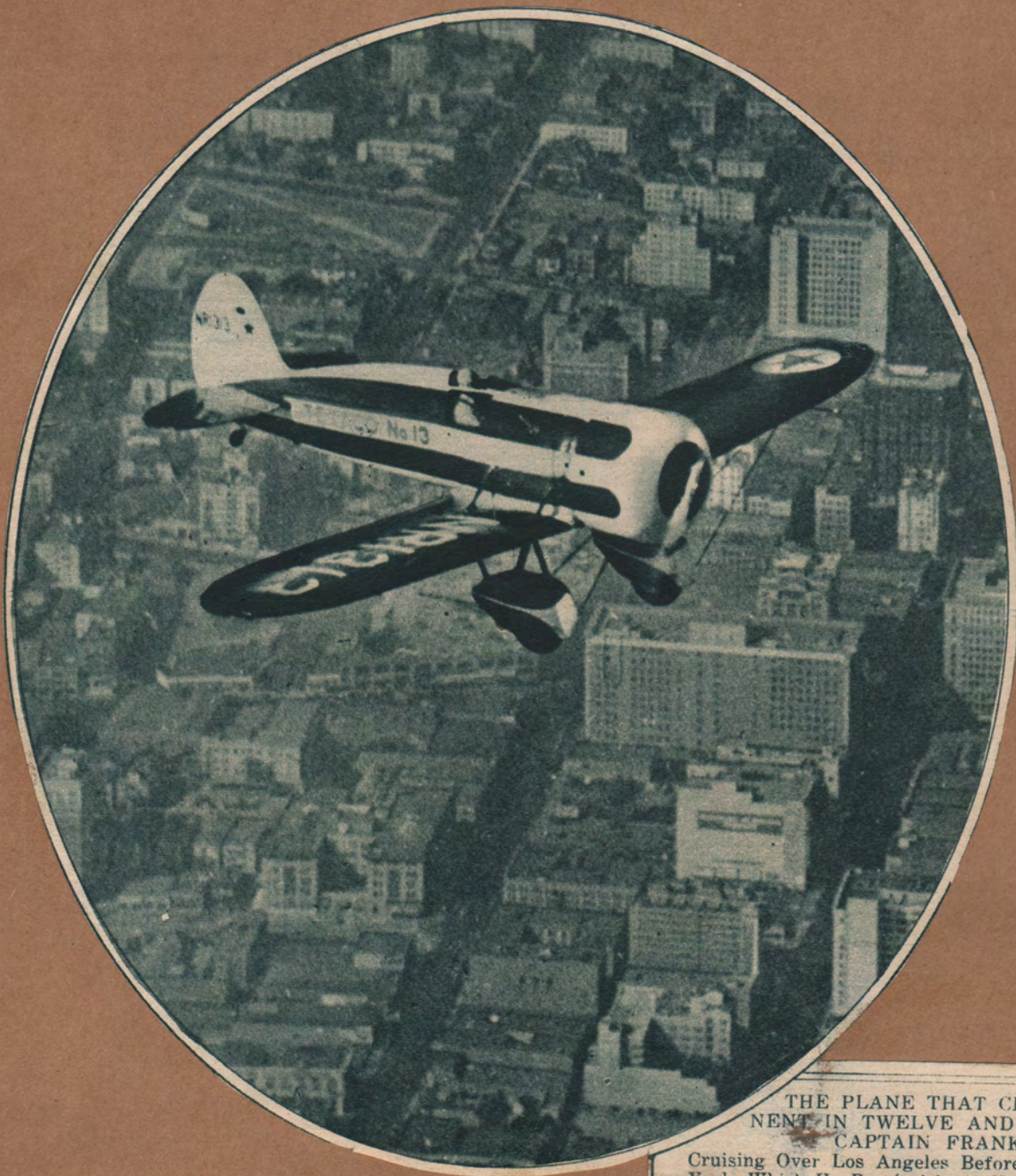
REGRETS MISSING RACE.

Last night at the hospital MacReady expressed only one regret: that the accident probability will prevent his participating in the Thompson trophy race tomorrow.

Another minor injury occurred on the field yesterday. L. C. Snyder of Jackson, Mich., one of six who made simultaneous parachute jumps from planes late in the day, fractured an ankle in hitting the ground.

Paul W. Anderson, a flying instructor, was injured in a crash yesterday near the Municipal Airport. His motor went dead at 200 feet and when he attempted to bank for a glide back to the airport he went into a sideslip. N. Darlin, 6107 Dorchester av., a student, also in the plane, was uninjured.

MacReady Crashes as Heroes Arrive



THE PLANE THAT CROSSED THE CONTINENT IN TWELVE AND ONE-HALF HOURS:
CAPTAIN FRANK M. HAWKS

Cruising Over Los Angeles Before Setting Out for New York, Which He Reached in 11 Hours, 40 Minutes and 30 Seconds of Flying Time, Having Made Three Stops for Fuel. For the 2,510-Mile Flight His Average Speed Was 230 Miles an Hour and at That He Said He Had the Engine "Wide Open" at No Time.

Little America Proved 'Perfect Health Resort'

There is one perfect health resort, at least, where no known germ can survive—and that place was discovered and settled by Admiral Richard Byrd, whose picture of history in the making, "With Byrd at the South Pole," is to play at Granada and Tower Theaters this week.

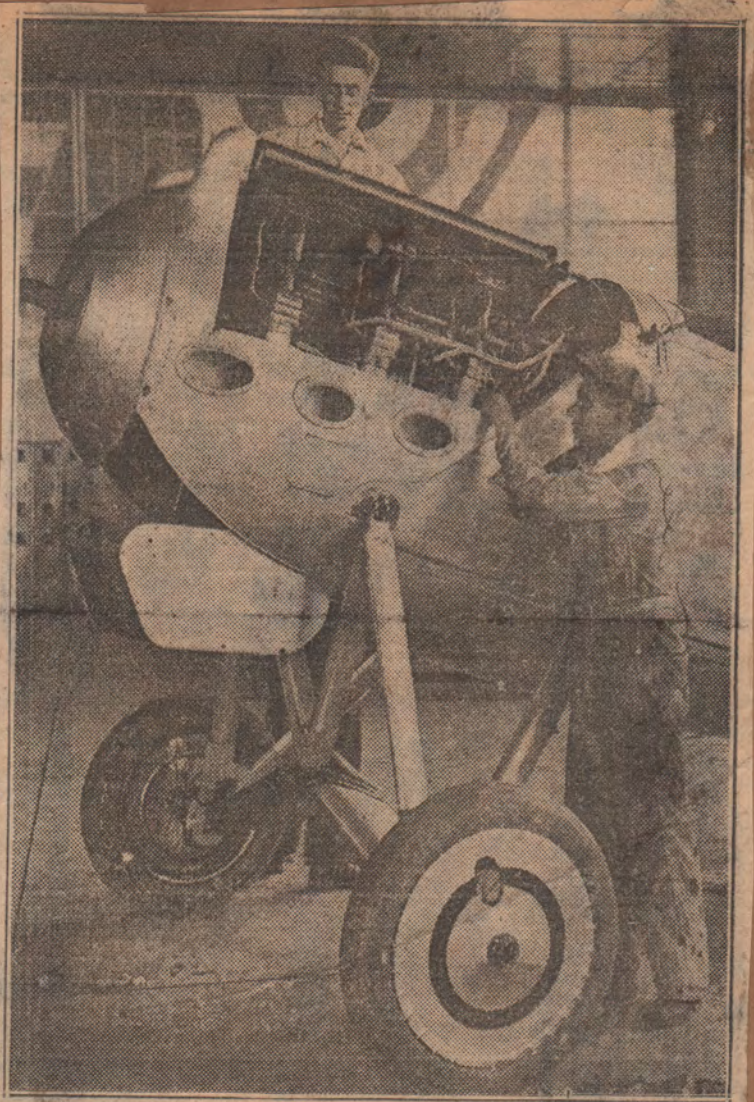
Little America, as the place is called, is situated on the Bay of Whales, a point on the Antarctic continent 750 miles from the South Pole, and its sub-zero temperature is so intense that not only do germs instantly perish, but men are hard put to it to keep themselves alive.

Quiet Birdmen Will Hold 'Western' Party

MEMBERS of the Ancient and Secret Order of Quiet Birdmen, will meet in a secret "hangar" near Curtiss Airport on Monday evening.

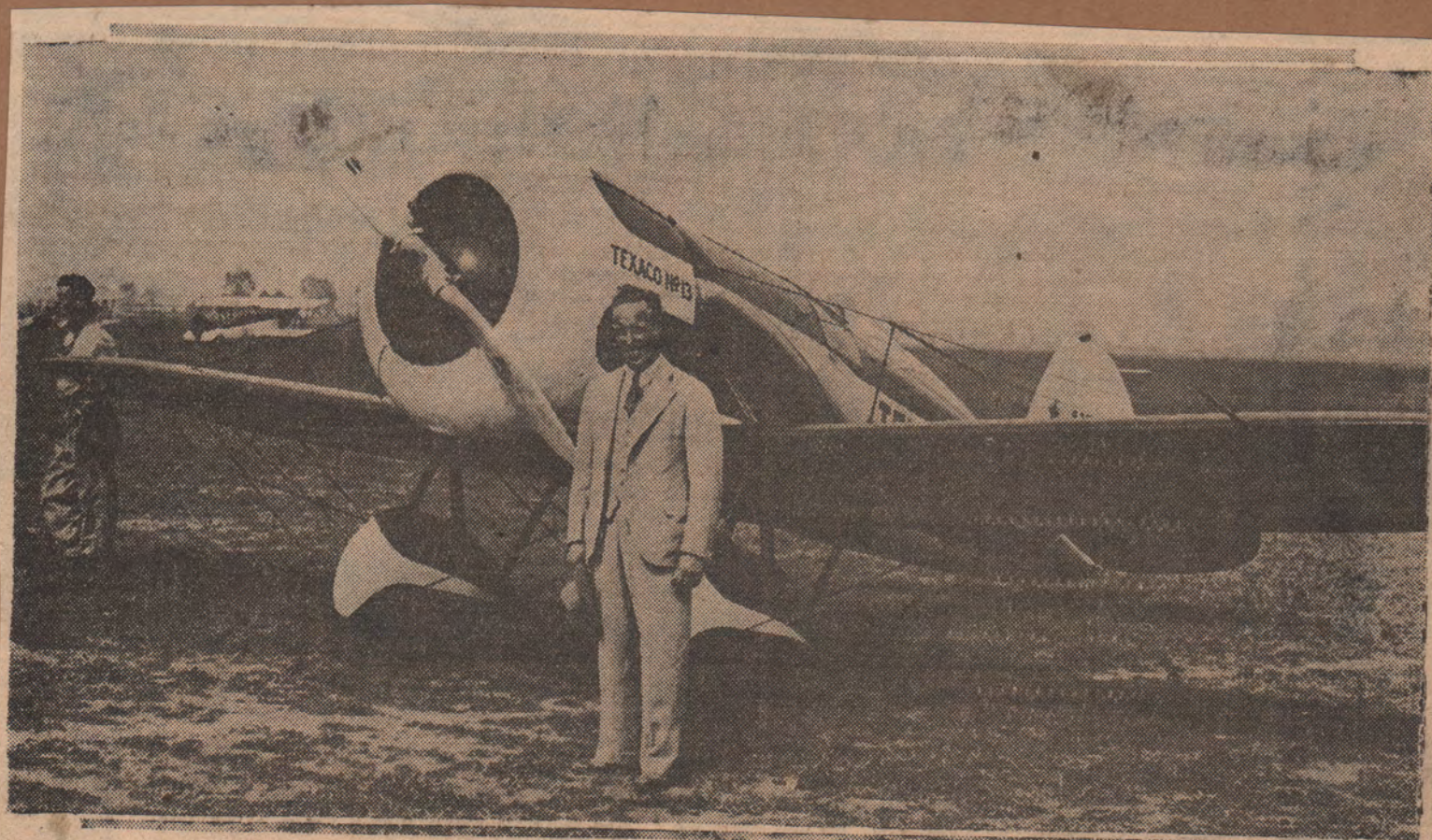
All Q. B's. here for the races have been notified of the meeting. Admission is to be by membership card only.

The hangar has been decorated to represent old frontier days, scouts reported yesterday.



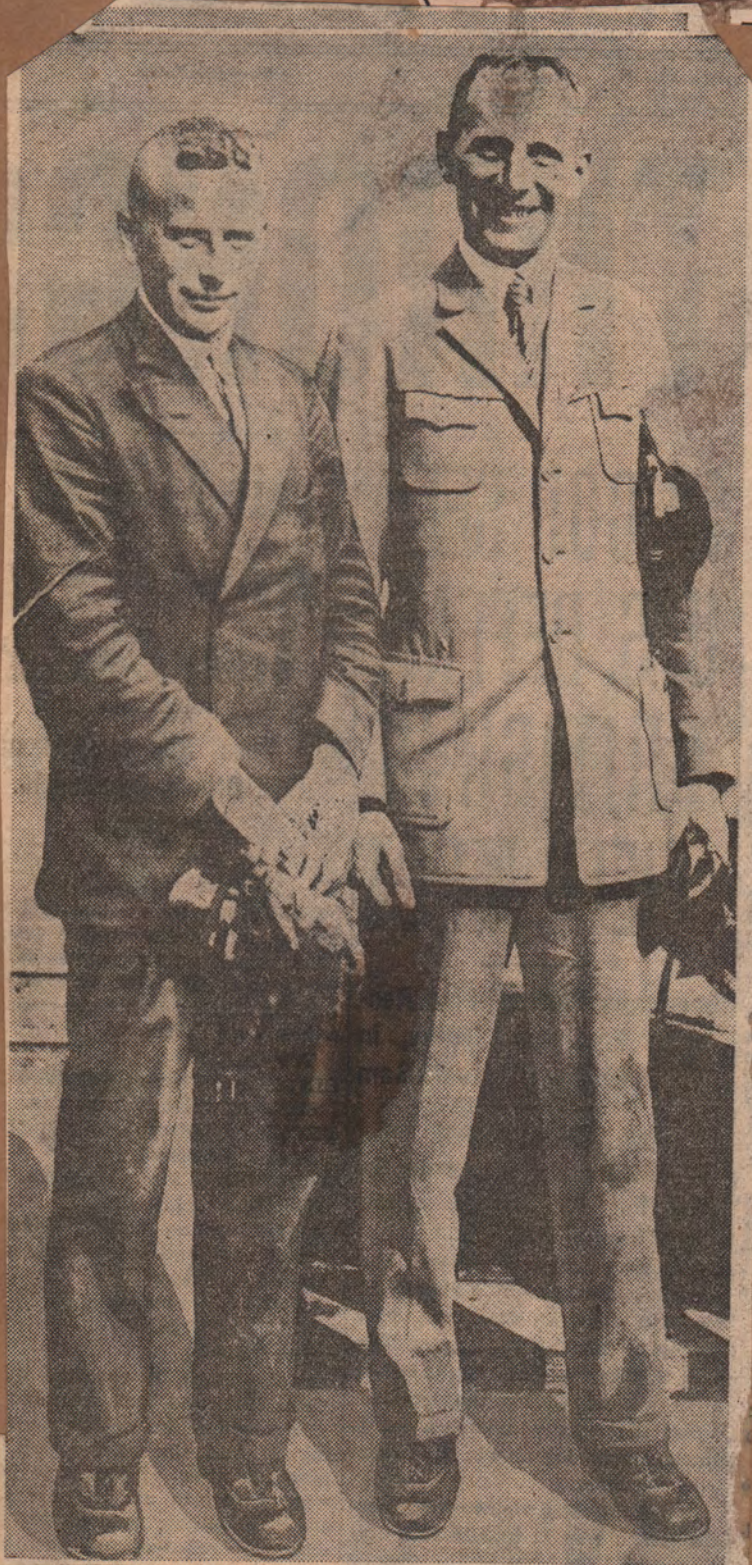
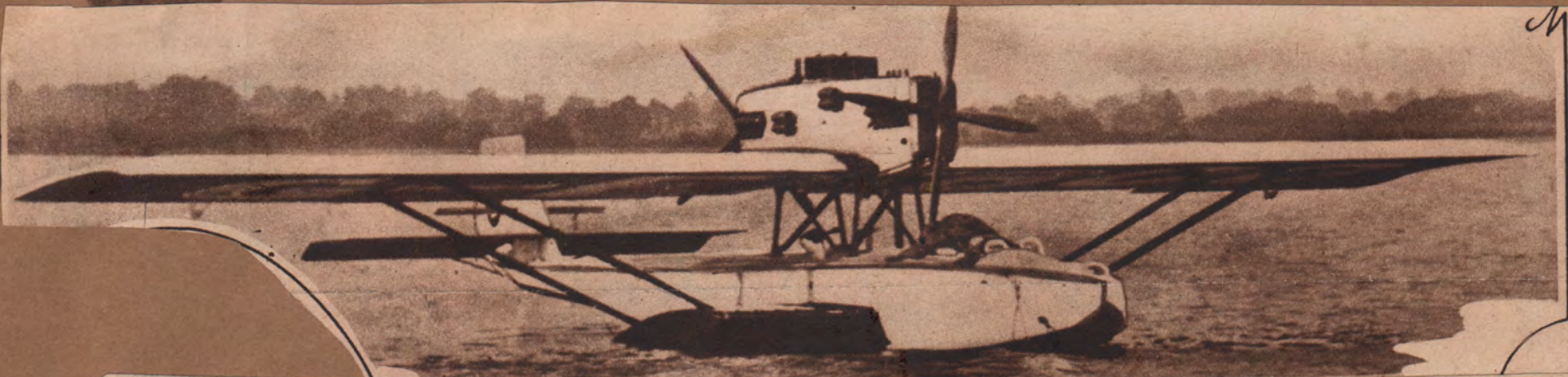
AN ENTRY FROM FRANCE—Harry Allen, at top, and Vladimir Rigan assembling the French plane entered in the National Air Races, a Devoitine-Hispano. It is a monoplane to be flown by Marcel Doret, famous French flier-pilot.

Herald and Examiner photo.



SPEED KING—Capt. Frank M. Hawks, who gained fame in his coast-to-coast flight, is here shown with his record-breaking plane. Such planes, he predicts, will make up a new "Pony Express" of the air. This photograph was taken by a Herald and Examiner photographer at the Chicago air races last week.

GERMAN FLIERS



SEA CONQUERORS— Franz Hack, mechanic, and Capt. Wolfgang von Gronau, who flew the Atlantic with two companions, and who plan to reach Chicago Saturday

International Newsreel

A new transatlantic triumph for German airmen. The Dornier-Wahl flying boat in which Capt. Wolfgang von Gronau and three companions flew to America by way of Iceland and Greenland.
(Wide World photo.)

City's Guest



Capt. Wolfgang von Gronau, German sea flier, as he appeared on his arrival in Chicago yesterday.

35,000 Cheer Von Gronau at Air Races.

WORLD LISTENS

Ocean Conqueror Broadcasts Reply to Greeting.

BY WILLIAM WESTLAKE.

Thirty-five thousand voices roared a welcome and 35,000 eager faces were uplifted in greeting yesterday afternoon when a giant flying boat roared out of the rain-gray sky above Curtiss-Wright-Reynolds Airport.

Germany's second contingent of transatlantic fliers had come to Chicago to give and take a bow.

Ship 'Bows' to Crowd

Capt. Wolfgang von Gronau and his companions, Edward Zimmer, Franz Albrecht and Franz Hacht, zoomed their ship a dozen times, sweeping low over the grandstands in response to the noisy hellos.

Then, accompanied by their escort of eight planes, they took a straight course to the Great Lakes Naval Training Station, where their twin-motored Dornier was harbored.

An hour afterward, at 4, the visitors were back at the race field, making the jump from Great Lakes in a borrowed Sikorsky amphibian.

Broadcast Greeting

And again the roar of welcome. Official greetings were extended in the guest box before a microphone so that every person in the stands could be a participant in the event.

The welcome was extended in a series of brief addresses by Ernest Krutgen, chairman of the reception committee; City Attorney William D. Saltiel, Dr. Hugo F. Simon, German consul general; Carl and Alfred Eitel and Paul H. Mueller, publisher of the Abendpost.

One of the navy plane crews getting ready to go aloft.



The navy dirigible Los Angeles will not appear at the races. The second

request of the directors of the race association to have the big ship make a trip here has been turned down by navy officials, as was the plea made several weeks ago. The Puritan, however, has been representing that class of aircraft at the show.

Following the death of Lieut. P. J. De Shazo in the crash here Thursday, navy officers call attention to the fact that fewer fatalities have occurred in their flying operations in the fiscal year 1930 than in any previous twelve months. In a total flying of 260,000 hours, 14,500 hours were flown for each fatality. In 1919 there was one fatality for each 6,773 hours flown, showing an increase of more than 100 per cent in safety of operation.

"The fighting five," as the navy flyers here are known, is commanded by Lieutenant-Commander J. H. Chapman, U. S. N., and operates eighteen standard planes F. V. B. 1S., constructed for the bureau of aeronautics by the Boeing Aircraft Company of Seattle. During the last year the planes have used the aircraft carrier Lexington as their base at San Diego.

AIR-MINDED BOYS

MAKE THRILLS

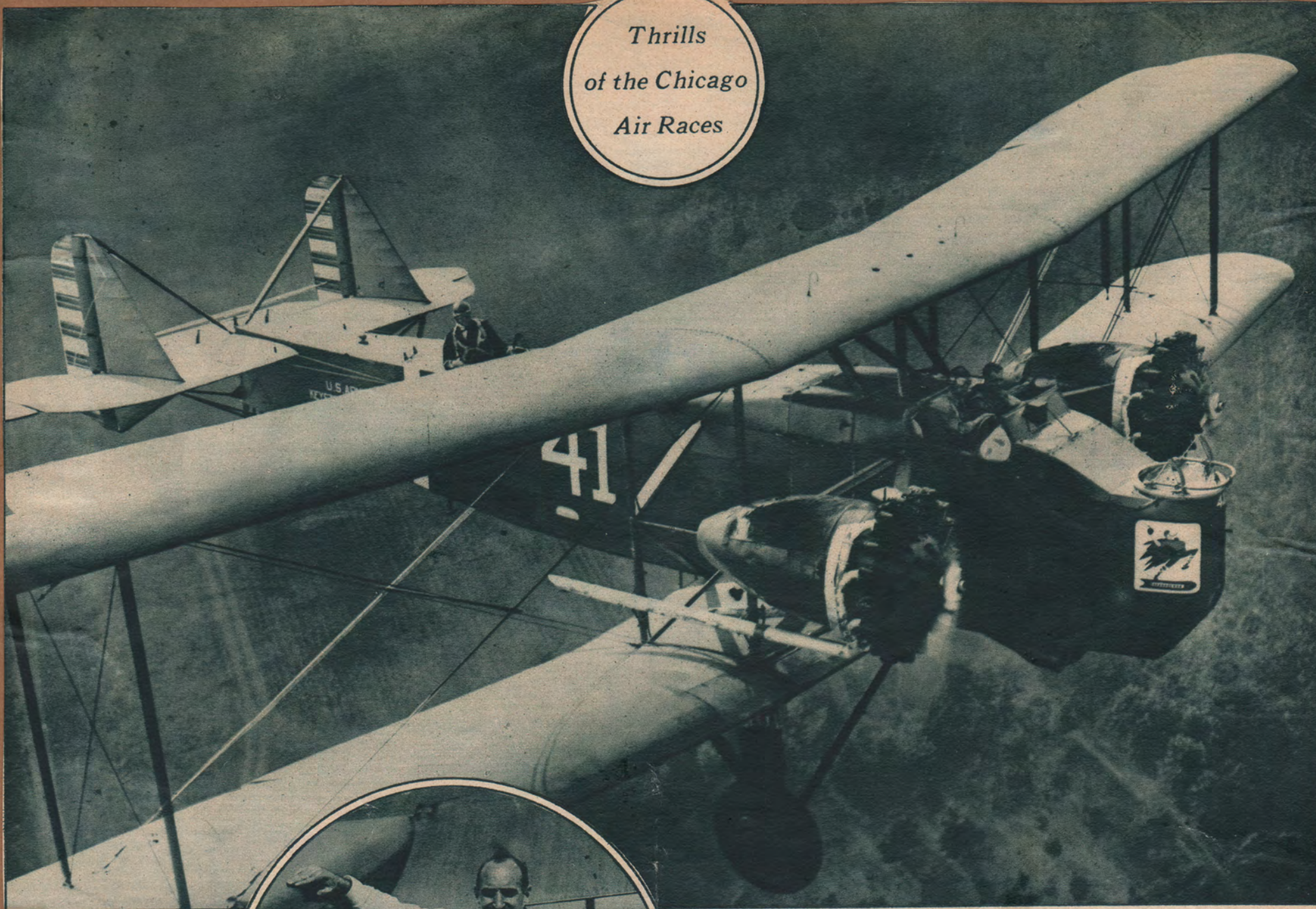


FROM NAVY

Contributing their share to the thrills at the National Air Races are these boys from the aircraft carrier Lexington. Left to right, Lieuts. D. B. Overfield, T. J. Bridget, P. A. Wyckoff, E. E. Lindsey, W. G. Tomlinson, W. D. Rowley, C. J. Pfingstad, Y. Sterling and C. B. Gill.

Evening American photo

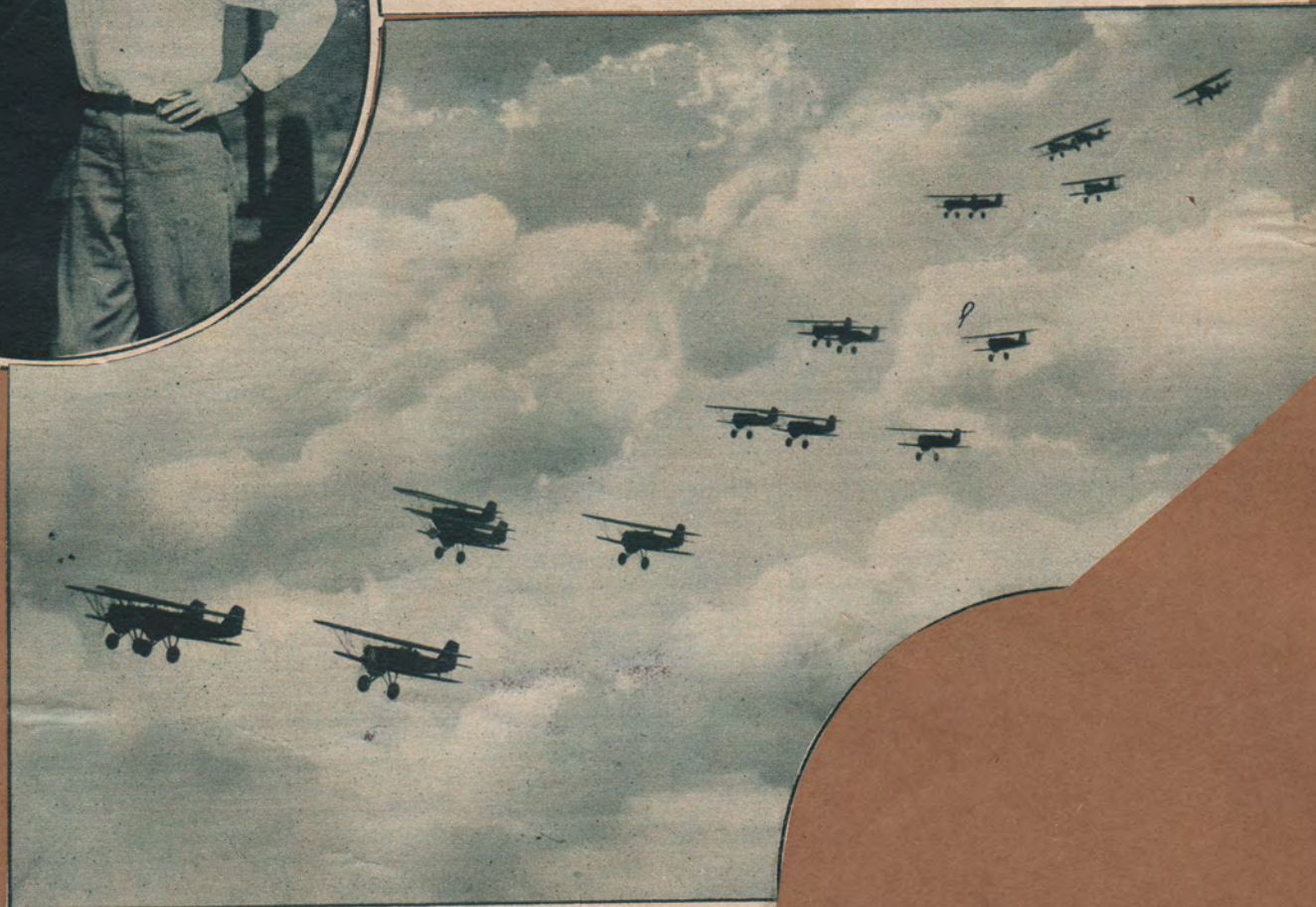
Thrills
of the Chicago
Air Races



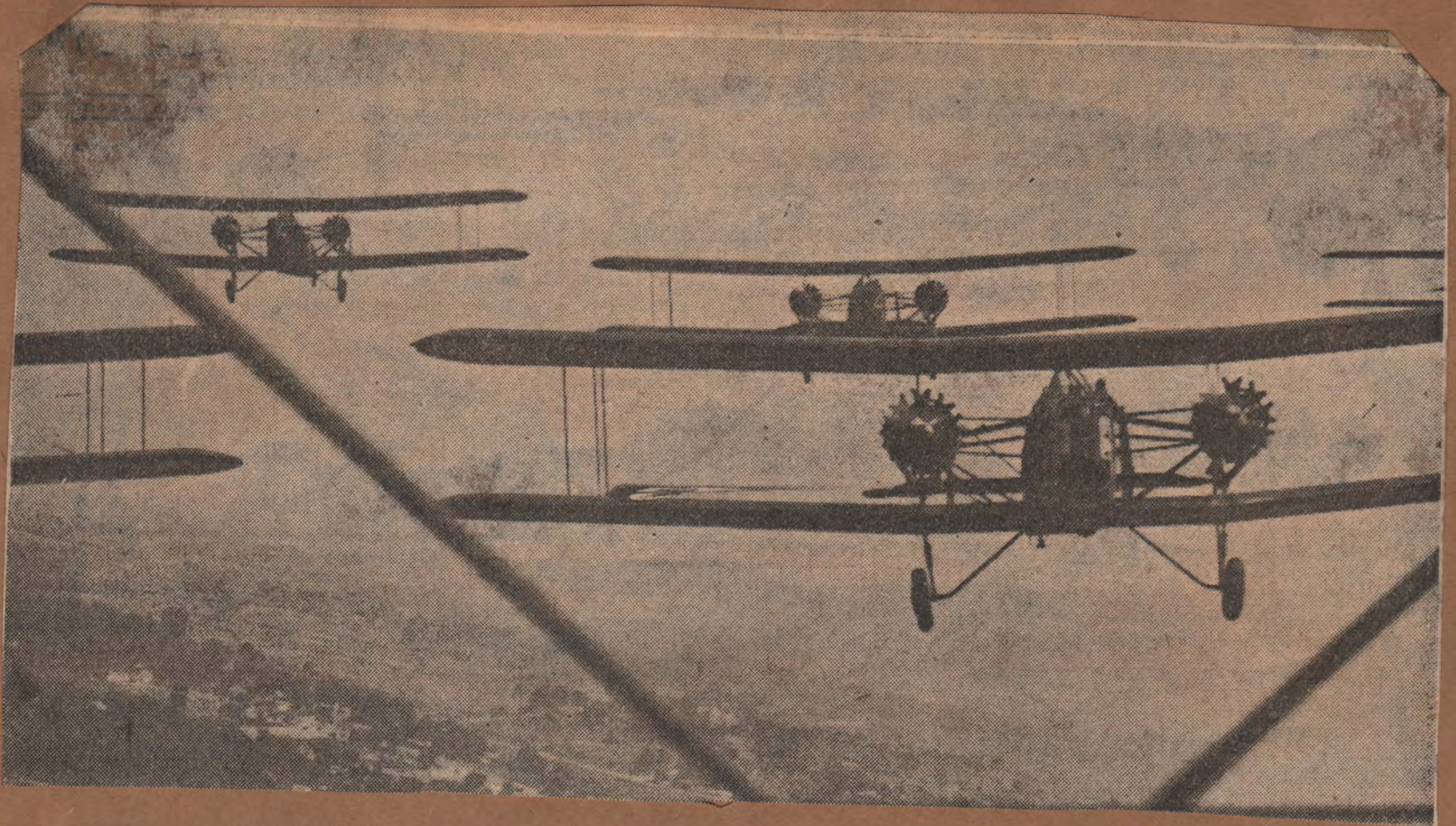
A BATTLESHIP OF THE AIR IN ACTION: GIANT TWO-MOTORED BOMBER High Above Curtiss Field, Chicago, as Photographed at Close Range From Another Craft.
(International.)



AN
OLD-TIME
RACING PILOT
WHO
THRILLED THE
CROWDS: C. S.
(CASEY)
JONES,
President of the
Curtiss-Wright
Flying Service,
Who Won the
50-Mile Cabin
Plane Race With
an Average
Speed of 149.41
Miles an Hour,
Skimming Along
Only a Few Feet
From the
Ground.

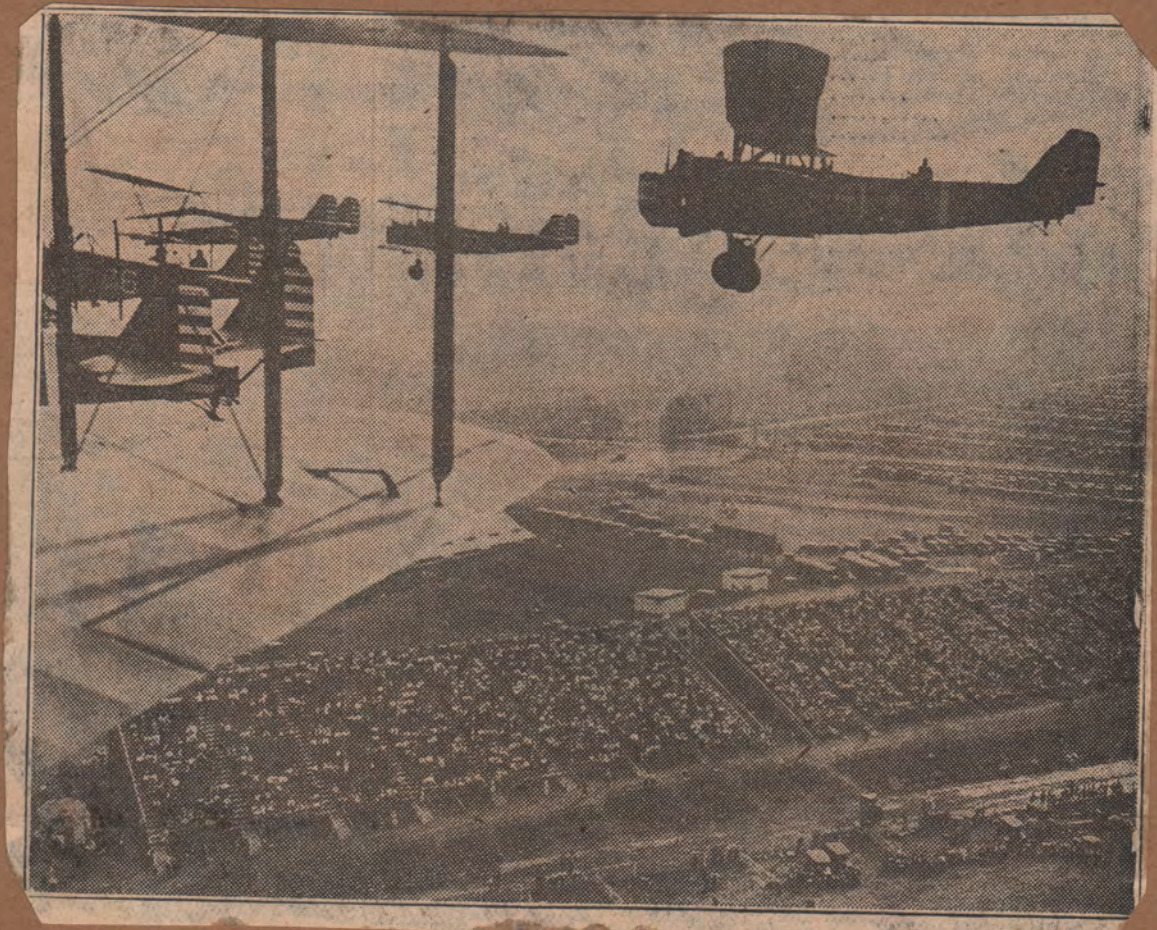


WHEN THE SKY SEEMED FILLED WITH PLANES: ARMY PURSUIT CRAFT Flying in Formation at the Chicago Air Races.



CHICAGO EVENING AMERICAN

ARMY BOMBERS



DARING CLARA

THRILL AIR RACE FANS

Guest of Honor



HERE TODAY—Col. Charles A. Lindbergh, who, with Mrs. Lindbergh, will land at the National Air Races today, escorted by famous fliers.

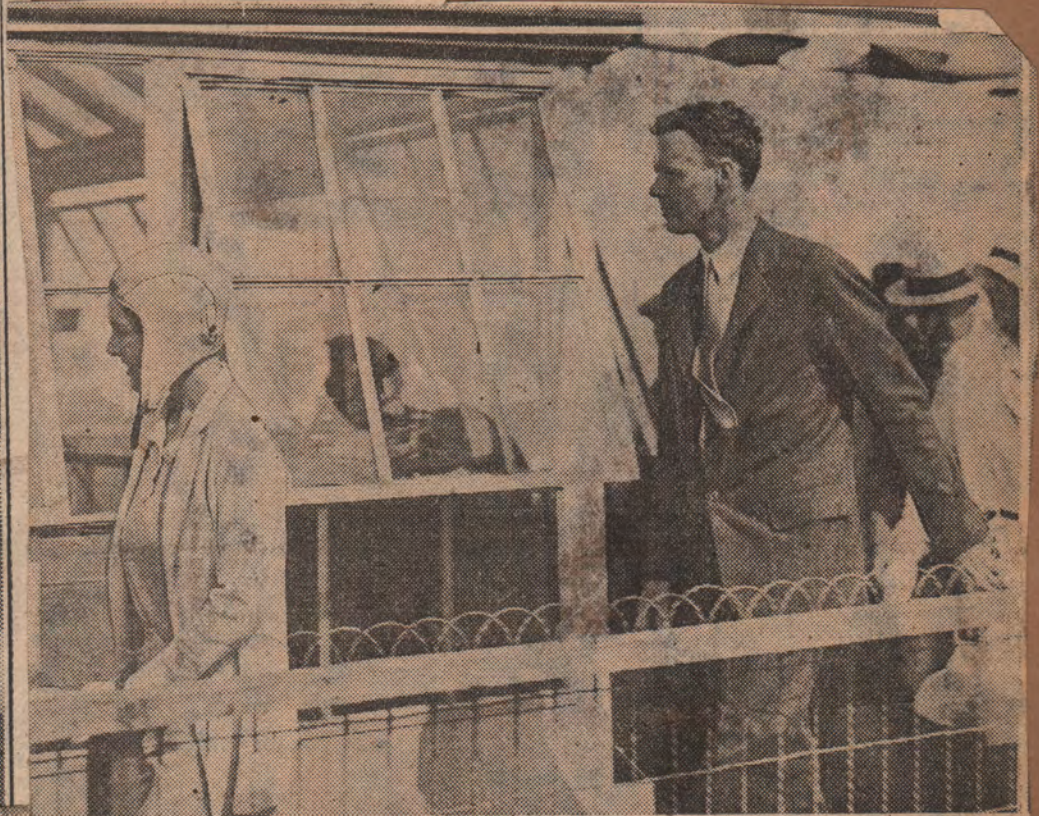
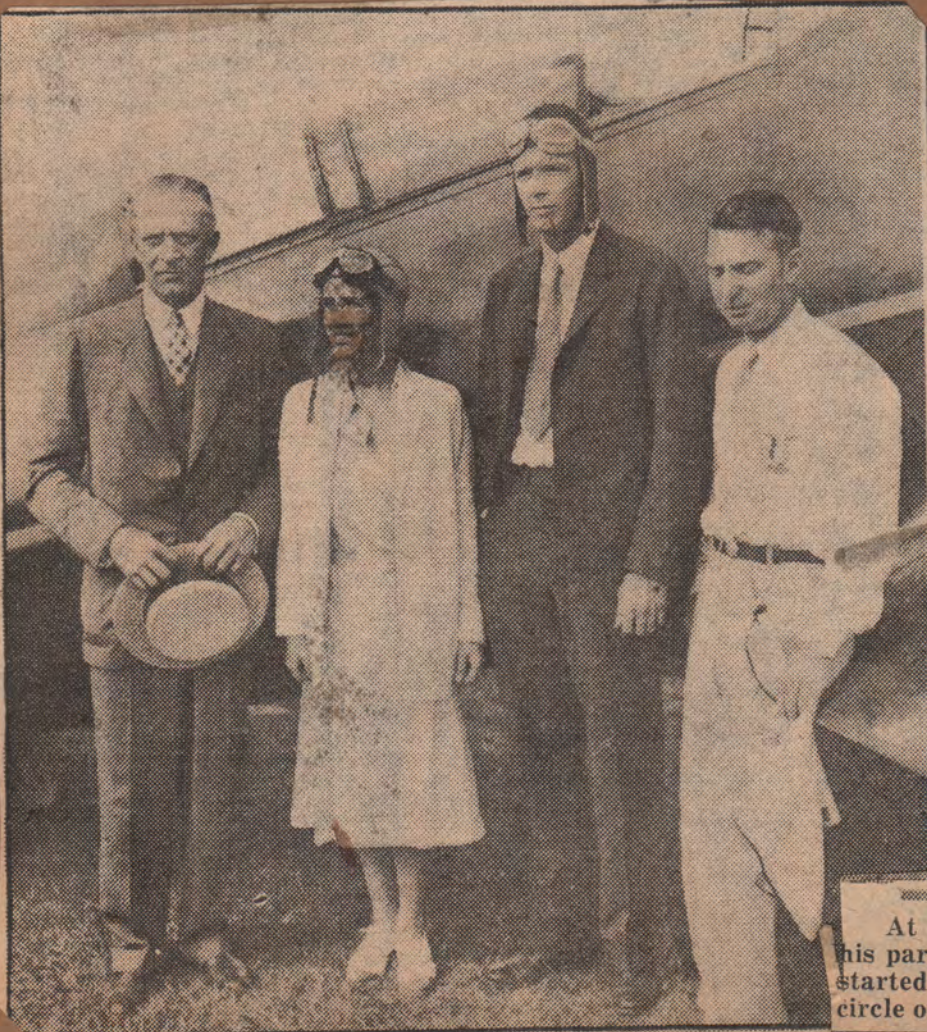
CROWDS DRAWN TO AIR RACES TO SEE LINDBERGH

Throngs Eye Colonel's Plane; German Flyers to Reach Field Tomorrow.

"WE" VISIT CHICAGO



Col. and Mrs. Charles A. Lindbergh arrive at Curtiss-Reynolds airport as most distinguished guests of the national air races and are given a tremendous welcome by the spectators. [By a staff photographer.]



At top is Enrique Miles. This shows his parachute just about to open after he started on his 2,000-foot drop. Notice the circle on the ground on which each jumper tried to land. Below is Col. and Mrs. Charles A. Lindbergh photographed as they were leaving the radio station at the races.



[TRIBUNE Photo.]

WRECKAGE OF PLANE IN WHICH TWO WERE KILLED AT AIR RACES. All that was left of naval plane which was speeding at 150 miles an hour when it went into barrel roll, burst into flames, and crashed into the edge of south bleachers.



KILLED IN PLANE.

Lieut. J. P. De Shazo, naval flyer, crashes at Curtiss field.

Bursts Into Flames and Crashes at Curtiss Field



[TRIBUNE Photo.]

CROWD QUICK TO GATHER AROUND SCENE OF DISASTER TO NAVY PLANE AT CURTISS FIELD. Smoke rising from the machine by which Lieut. J. P. De Shazo, navy flyer, was killed and which crushed Louis Weiner, a Chicago civilian, when the plane took a barrel roll, burst into flames, and crashed near the bleachers.

11 INJURED AS FLYER FALLS IN FLAMES

BY ROY E. DUNNE,

Aviation Editor International News Service.

CURTISS - REYNOLDS AIRPORT, Aug. 27.—Lieut. Jack Paul de Shazo, a naval pilot, and Louis Weiner, a concessionaire at the airport, were killed and eleven spectators were injured when the navy flyer crashed to the ground near the south end of the grandstands at the National Air Races here today.

A wave of horror swept through the grandstands as the plane burst into flames immediately upon crashing on the ground.

It was the first fatal accident at the air meet.

Several women fainted and others became hysterical as guards and officials dashed across the field in an attempt to rescue the aviator from the burning wreckage of the plane.

Lieut. De Shazo had just finished third in the fifty-mile race of the squadron of which he was a member.

SPECTATORS INJURED.

Mrs. Mary Frazer, 807 Hinman av., Evanston, splinter in left leg.

J. R. McCloy, 4349 N. Marshfield av., abrasion right thumb.

Mrs. J. R. McCloy, 4353 N. Ashland av., abrasion right knee.

Stanley Adams, 10622 Avenue E., lacerated right hand.

Mrs. Stanley Adams, lacerations on left knee and ankle and palm of left hand.

Mrs. Al Readford, 703 Jackson st.,

Continued on Page 2, Column 1.

River Forest, abrasions on both knees and right arm.

Mrs. Rae Odenwald, 1427 Elm-dale av., abrasions.

George Goodman, 3543 Douglas blvd., shock.

A. R. Bash, 5670 Ridge av., dislocated right shoulder.

C. Gustafson, 3353 Palmer av., lacerated left wrist.

Leif Wallam, 3956 Seventy-second st., lacerated right hand and thumb.

All were given first aid treatment by Dr. F. W. Whitelaw of the first aid section of the Chicago, North Shore and Milwaukee Electric Railroad and later taken to a hospital.

CAUGHT IN BACK.

Hurling through the air at the terrific speed of more than 150 miles an hour, Lieut. De Shazo, his speedy Boeing pursuit ship roaring defiance to the sixteen other ships in the race for naval ships, followed Lieut. D. S. Cornwell, the winner, and his commander, Lieut. Commander J. H. Campman, across the finish line.

As the two ships of Cornwell and Campman finished their race they swung high in the air, turning over on their backs in a maneuver called the "wing over."

Lieut. De Shazo, following close on their heels, is assumed to have found himself in the slipstream, a backwash of disturbed air behind the leaders.

NARROWLY MISSES STAND.

The delicate controls of his ship responding to the thought, which, perhaps, flashed across De Shazo's mind to emulate the leading ship's maneuver, turned half over, climbed high on the slip stream of the leading plane and, shuddering slightly, crashed to the earth.

Possible further disaster was narrowly averted, De Shazo's ship missing by inches the general admission "bleachers," packed to capacity with the crowds, held spellbound by the speed of the daring flyers.

CRACK NAVY FLYER.

De Shazo, who was 28, single, and a native of Birmingham, Ala., entered Annapolis as a midshipman in 1921, graduating in 1925.

He was a member of the navy's stunt team, picked for their exceptional ability in tactical flying, and sent to the air races as the navy's crack flyer.

National guardsmen, police and all the attendants on the field were pressed into service in clearing the field of the crowd.

The naval flyers of De Shazo's squadron, landed immediately and taxied to their line as the band played song after song and the announcer on the public address system strove in vain to stem the rush of the mob.

BLAMES SLIP-WASH.

Lieut.-Com. Campman, in command of the naval flyers here and second place holder in the race in which De Shazo was killed said upon landing:

"I noticed that Lieut. De Shazo was very close to the ships of myself and Lieut. Cornwell at the finish of the race.

"Evidently he was caught in the slip-wash of our ships and in performing his wing over, a slow barrel-roll, crashed before he could recover his position."

WITNESS TELLS OF CRASH.

One explanation of the crash, as from a spectator's viewpoint, was given by Curt W. Prillwitz of 1509 E. Fifty-second st., a former aviator in the German army and who served during the world war. He was standing about 100 feet away when Lieut. De Shazo's plane crashed to the ground. He said:

"The leading plane, upon passing the home pylon, went into a barrel roll; the second pilot refused to follow suit; the third, who crashed, attempted a slow barrel roll as he was over the end of the bleachers.

TRIED TO AVOID CROWD.

"On his back, going about 150 miles per hour, he apparently lost control of the plane, realized his predicament, turned the rudder hard to the left to avoid crashing into the crowd and buried his plane in the earth.

"The impact of the motor was so hard that it broke a water main several feet in the ground. The plane then bounced about ten feet and burst into flames."

Prillwitz flew thirteen months as a pursuit pilot in the German air forces during the world war, flying the Soissons-Rheims sector, until he was shot down and made a prisoner of war. Anti-aircraft fire brought him to earth, wounded.

PAY TRIBUTE TO COMRADE.

Later in the afternoon, as a waning sun sent its oblique shafts of light down onto the field in which their comrade had flown his last flight and crashed to his death, the sixteen remaining ships of Lieut. De Shazo's squadron took to the air for their daily tactical maneuvers.

With a blank file in the formation marking the place where Lieut. De Shazo would have been, the squadron flew their formation into a navy "N" as they roared over the grandstand.

The snub-nosed little fighting ship dipped low over the spot at which their flying mate had passed beyond in the blaze of his burning ship and seemed to signal their salute as each plane dipped a wing over the spot.

Coroner Herman N. Bundesen and Maj. Reed Landis, adviser to the

De Shazo, Killed in Crash. Was 'Crack' Navy Flyer

Lieut. Jack P. Deshazo was a assistant engineering officer of the Fifth Fighting Squadron, U. S. Navy.

He was graduated from the U. S. Naval Academy in 1925 and served two years aboard the U. S. S. Ne Mexico in Pacific waters before making a cruise in East Coast destroyers. Lieut. Deshazo was born at Bridgeton, Ala., May 6, 1901. His home was in Montevallo, Ala.

He was appointed a naval aviator December 6, 1928, and was assigned on board the U. S. S. Aircraft Carrier Lexington. On September 1929, he made a forced parachute jump at sea, landing in the Pacific Ocean, thus joining the "Caterpillar Club."

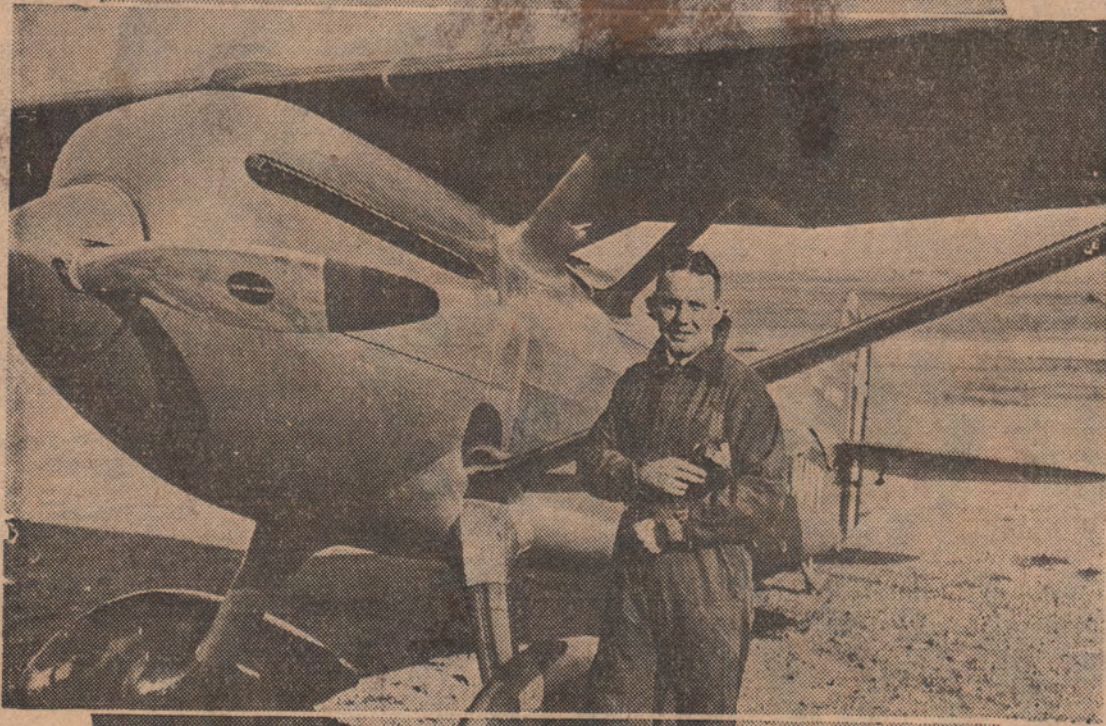
Last year he was a member of the battlefleet's stunting trio and this year was a member of the "Holy Three," the navy's crack pilots.

He also was a crack rifleman, having taken part in the national contests in 1920, 1925 and 1927.

Funeral services for Lieut. (J. G.) Jack P. de Shazo, U. S. Navy, who lost his life in a plane crash at the national air races, Chicago, August 27, were held Saturday, August 30, at 11 a. m. at the receiving vault, Arlington National Cemetery. Capt. Sydney K. Evans, Ch. C., U. S. Navy, officiated at the services, following which interment took place in the cemetery. Honorary pallbearers from Lieut. deShazo's Naval Academy class and from his flying squadron were: Lieuts. L. D. Webb, J. D. Barner, George R. Henderson, and R. L. Johnson, and Lieuts. (J. G.) S. C. Ring and J. M. Carson.

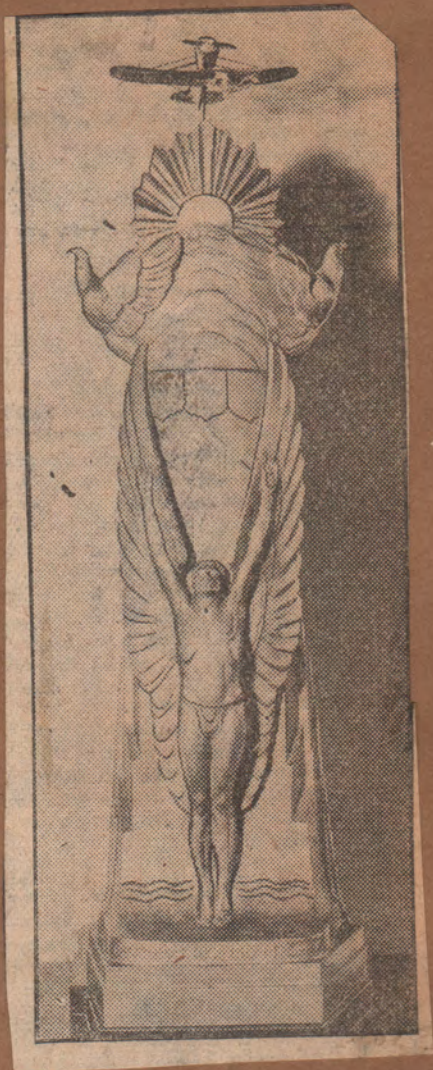
The most courageous, honest and worthwhile verdict we have ever heard from a coroners jury was rendered in the inquest into the death of Lieut. John Perry de Shazo who crashed as he avoided striking the stands when he knew he was going to certain death. This jury is to be complimented on their accomplishment. It is the realization of what a man is trying to do in this business of ours that counts. Not the discolored facts as presented by the daily press. The day of the wash-out, all the afternoon papers featured it sensationally. This newspaper showed that his last move on earth was one that stamps de Shazo as a heroes' hero.

NAVY'S 'MYSTERY SHIP'



Capt. Arthur H. Page, marine flier, and the five-year-old rebuilt navy racer he will fly in the Thompson trophy race, the free-for-all speed event of the national air races.

In secret tests at Roosevelt Field, N. Y., Capt. Page, the winner of last year's Curtiss marine trophy, is reported to have zipped around a course at nearly 300



WHERE CAPTAIN ARTHUR PAGE LOST HIS LIFE: WRECKAGE OF THE PRIZE-WINNING PLANE in Which the Famous Marine Flier Crashed on the Seventeenth Lap of the Big 100-Mile Event at the Chicago Air Races. He Might Have Saved Himself When His Engine Failed If He Had Not Made a Sharp Turn to Avoid Hitting Spectators.



ON A SEA OF SILVER—The airplane carrier Saratoga glides into San Francisco take part in joint army-navy maneuvers. Beyond is the city of many hills. (Assoc





THE NAVY'S CONTENDER FOR SPEED HONORS IN THE CHICAGO AIR RACES: THE SPECIAL SEAHAWK MONOPLANE, Carrying an 800 Horsepower Curtiss Conqueror Motor, Which Is Expected to Fly at a Rate of More Than 250 Miles an Hour in the Thompson Trophy Free-For-All. Its Pilot Is Captain Arthur H. Page of the Marine Corps, Who Won the Curtiss Marine Trophy Event in May.

Navy Speed Event Entry.

Among the airplanes competing in the Thompson trophy race, the free-for-all speed event of the national air races, will be an experimental Navy fighting plane assigned to the Marine Corps and piloted by Capt. A. H. Page, recent winner of the 1930 Curtiss marine trophy race. The plane that Capt. Page will fly will be the latest development of the Curtiss Hawk Navy fighter built four years ago at the Buffalo plant of the Curtiss Airplane and Motor Company. This particular plane has been used by the Navy during the past few years as an experimental plane upon which to conduct tests of various kinds in connection with its aeronautical research and development work. These tests have indicated many improvements and refinements which would make this Curtiss Hawk more serviceable as a fighting plane. All such improvements and refinements have finally been completed.

The original Curtiss Hawk was a biplane equipped with a Curtiss D-12 engine. One of the principal changes which has been effected is the removal of the lower wing, thus making the present fighter a monoplane. Another change is the substitution of the powerful Curtiss Conqueror engine for the D-12. The Conqueror is water-cooled, has twelve cylinders and develops 600-h. p. The entire radiation surface has been placed in the wing. The fairing has been improved wherever possible, as a result of exhaustive wind-tunnel tests. The engine and pilot have both been very closely cowled. The fuselage is constructed of welded steel tubing, while the wing is of wood and the tail surfaces are of metal covered with fabric. Probably the most unique feature of the XF6C-6 airplane is its landing gear. Each wheel is mounted independently of the other, rear struts have been done away with, and there is only one exposed leg to each wheel.

Capt. Page has flown this plane during the last few days and found on preliminary trials that it has good maneuverability and is a serviceable type of ship. It is expected under the able pilotage of Capt. Page to attain a speed better than 200 miles per hour over the racing course, which is faster than the highest speed made over the course at the 1929 national air races.

It is particularly interesting that although entered in the national air races this plane has been constructed with the purpose of developing a faster fighting plane for the Navy and Marine Corps and is constructed not only for speed but also with the strength factors requisite for a military plane, and in addition possesses the maneuverability requirements of such planes.

Capt. Arthur H. Page, Jr., U. S. Marine Corps, whose plane crashed during the Thompson trophy race at Chicago on the afternoon of September 1, died at 9:50 p. m. at the Evanston (Ill.) Hospital. Capt. Page's wife was a spectator at the race and was at his bedside when he died. The accident which resulted in Capt. Page's death occurred during the seventh lap of the Thompson trophy race at the Curtiss Reynolds airport, scene of the national air races. Capt. Page's engine failed and when he attempted a landing the plane stalled and crashed from about 50-foot altitude. He was rushed to an Evanston hospital with a broken right leg, severe cuts about the head, and teeth knocked out. At the time internal injuries were anticipated.

Capt. Page, who has been attached to the Marine Corps aviation headquarters, bureau of aeronautics, was the winner of the Curtiss marine trophy race at Anacostia, D. C., on June 7, last. He was one of the best aviators in either of the services, and for the past two years had been very active in the development of "blind" or instrument flying. On July 2, in a Navy observation plane, Capt. Page was sealed in a blind or hooded-over cockpit and flew entirely by instruments from Omaha, Neb., to Washington, D. C., a distance of over 1,000 miles along radio-controlled airways. This flight involved a stop at Chicago and one at Cleveland. Capt. Page brought his plane down to 200 feet over the radio beacon at each of these places with little difficulty.

Capt. Page had served with Marine Corps aviation units in San Domingo, Haiti, Guam, and China. He has taken part in many long flights, including the transcontinental reliability test in 1919; a flight from Washington, D. C., to San Diego, Calif., and return in 1923; and a recent replacement flight in heavy transport planes from Washington to Managua, Nicaragua, and return, which was completed in the record time of six days and 20 minutes elapsed time and 55 hours actually in the air. Capt. Page received a letter of commendation for the San Diego flight.

Capt. Page was born in St. Paul, Minn., September 17, 1895. He graduated from the Naval Academy on June 28, 1917, and was commissioned a second lieutenant in the Marine Corps. He was designated naval aviator, March 14, 1918. During the World War he specialized in balloon work and attended the Army balloon school at Fort Omaha, Neb. He also served with the marine aeronautic detachment in Miami, Fla., and in Philadelphia. He is the son of Mrs. M. S. Page, of 202 West 74th St., New York city. His wife, Mrs. Florence Page, resides at 1921 19th St. N. W., this city.

Funeral services were held Thursday at 2 p. m., September 4, at Arlington National Cemetery, Capt. Sydney Evans, chaplain corps, U. S. Navy, officiating. Honorary pallbearers were Maj. Roy S. Geiger, Maj. William G. Hawthorne, Capt. Charles E. Rice, Capt. James T. Moore, 1st Lieut. Clayton C. Jerome, and 1st Lieut. George H. Towner, all of the Marine Corps.

THE ARMY DOES ITS BIT—Army ships in strategic formation racing over the grandstands at the Curtiss-Wright-Reynolds airport at 175 miles an hour. Displays by the army, the navy and the marines are among the most attractive and impressive features of the races, which will be continued throughout the week.

Herald and Examiner photo



ARMY, NAVY AND MARINES EXHIBIT PRECISION FLYING

HAIL ARMY BOMBERS.

The last race of the day for open ships with male pilots engines having 650 cubic inches of displacement winds up the speed events for the day. The army bombing squadron under command of Capt. Henry Pascale, hurtling their massive bulk through ozone, roaring over the stands and forming their various tactical formations furnished their daily thrill and are loudly acclaimed as they alight on the field and roll to the section assigned to them.

Civilian aerobic team vie with one another in daring and skill with their flying as they loop and roll through the sky high above the field.

"RED NOSES" PRECISE.

The red-nosed planes of the fifth pursuit group of the marine air corps from Quantico, Va., whirl through the sky, performing the orders transmitted their squadron leader with clocklike precision.

DINE WITH REYNOLDES.

Col. Lindbergh and his wife and Mr. and Mrs. Reynolds left the airport at 6 o'clock. They dined at the Drake Hotel, where the Lindberghs remained for the night.

Led by Capt. Victor H. Strohm, the army air corps pursuit planes performed one of the most intricate aerial maneuvers of the meet, flying in a perfect inverted pyramid, each pilot trusting the man below. The huge throng of spectators cheered as the giant pyramid roared overhead. It was the first time that such a maneuver had been performed other than at army training bases, it was announced.

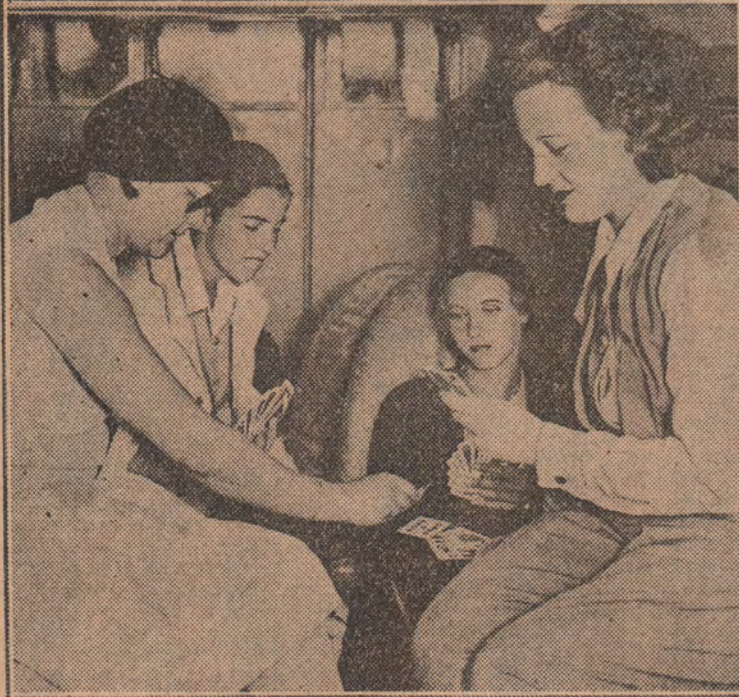
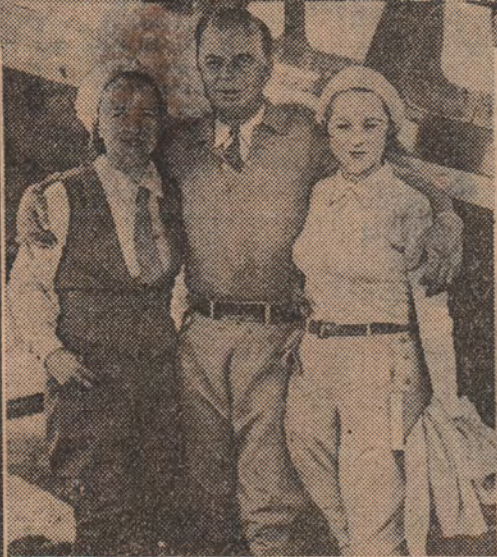
Al Williams took his racing plane up for a short spin, and, after he came back, he and Col. Art Goebel and mechanics took off the motor cowlings and tinkered with the motor, indicating that all was not well with the plane in which Williams expects to compete in the free-for-all Thompson trophy race on Labor Day, the last day of the meet.

"FIREFLIES" PERFORM.

Three marine flyers took the place of the army "fireflies" last night and varied the program with a series of stunts. While colored lights gleamed from the underside of their wings, the flyers looped in formation in the dark and executed a night-time "squirrelcage loop" that looked like a giant Ferris wheel snarling high in the air.

Nine huge Keystone bombers, led by Capt. Norman Hackett, flew in formation over the airport, directed by Lieut. Arthur I. Ennis and Maj. Willis Hale of Chicago by radio from the ground.

PERSONS AND EVENTS SNAPPED AT AIR RACES



Stars of the national air races at Curtiss field are caught in interesting poses by the Post cameraman. Above (from left to right), the entire group of woman stunt flyers and race contestants grouped about Amelia Earhart; Lieut. R. L. Atcherly, British ace, and the "Early Birds," a group of veteran airmen and women who have been pilots since before the war, gathered around an old-fashioned "pusher" plane in which Al Williams is sitting at the controls. Center, Hoot Gibson, cowboy film star and flying enthusiast, is posing between Mrs. Betty Lund (left) and Mrs. Gibson. At the right is a remarkable picture of the army pursuit plane squadron executing one of its amazing maneuvers. In the bottom picture four feminine flyers are playing a "high-stake" bridge game, piloted by William McConnell. The players are (from left to right) Mrs. Phoebe Omlie, Nancy Hopkins, Candis Hall and Betty Lund.

While it is a matter of pride with aviators here never to be caught in helmet, goggles, or flying suit later than three minutes after they climb out of their planes, not so with the women flyers. Mrs. Betty Lund, for instance, has worn a new flying creation daily throughout the races. Her latest is a pique suit of pea green shorts and blouse. Ankle socks and shoes of green complete the costume.

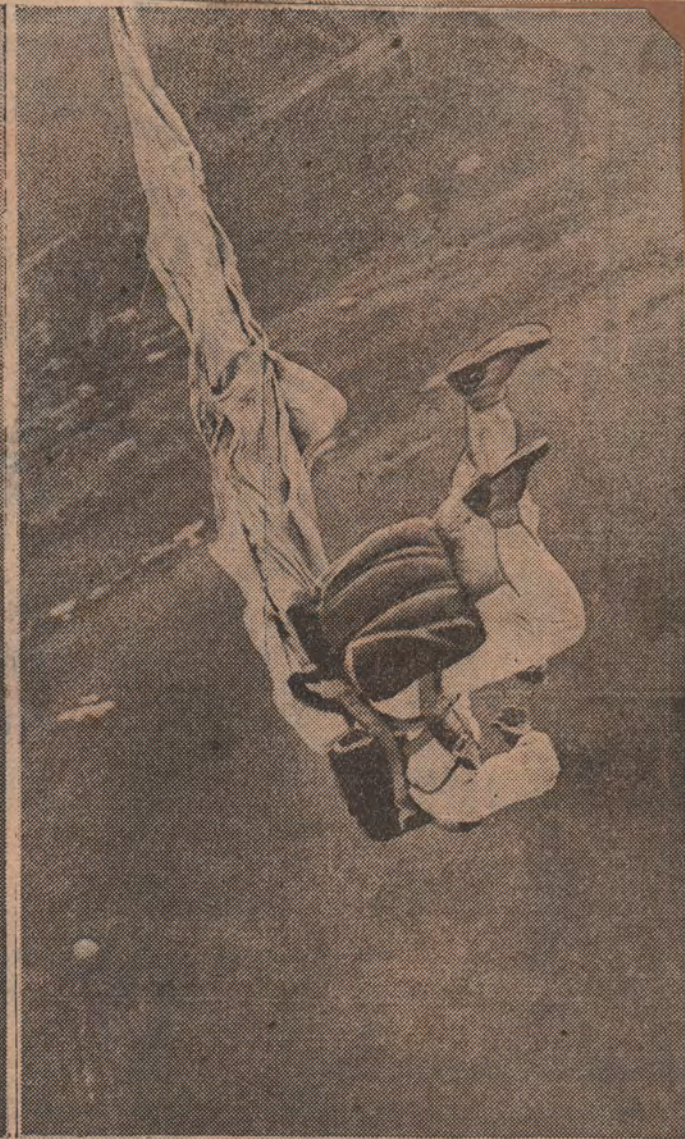
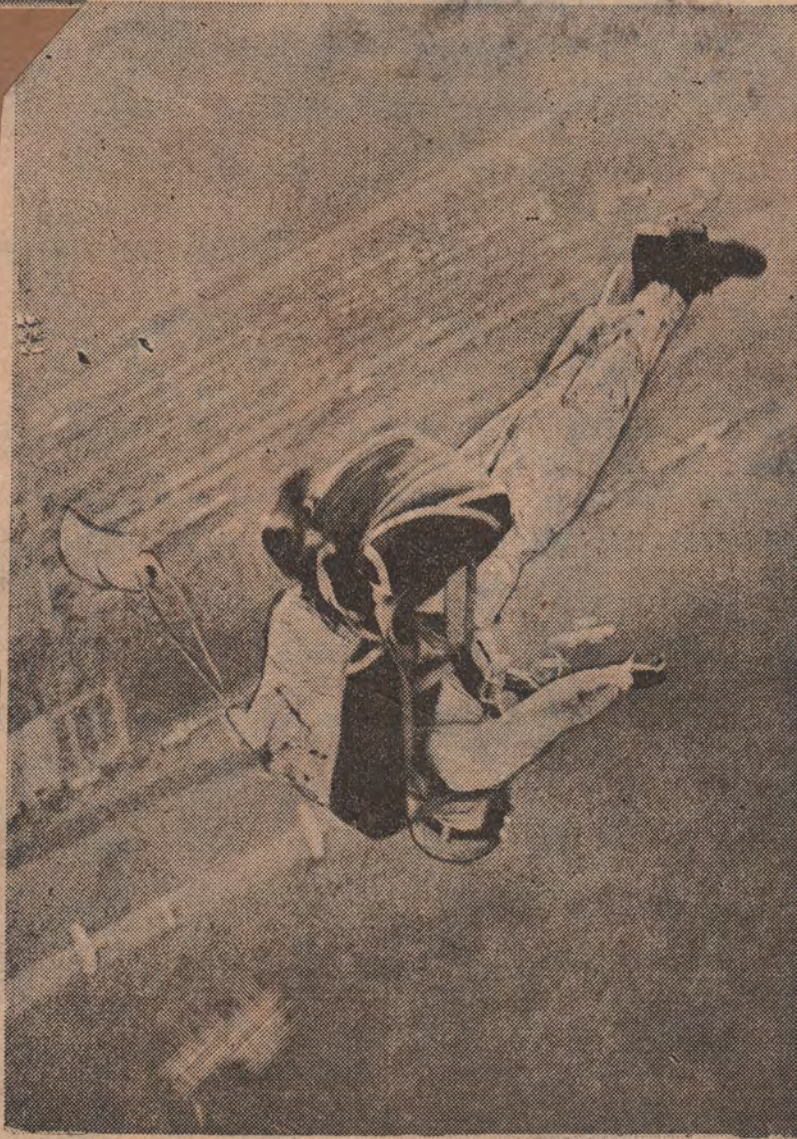
Women Flyers Differ on Styles

Left to right: Antonie Strassman of Berlin, in street costume; Betty Lund, wearing shorts, and Mrs. Gladys O'Donnell, in riding breeches at Curtiss field. [TRIBUNE Photo.]





Another picture of Lieut. Stewart, the winner in Thursday's parachute contest.

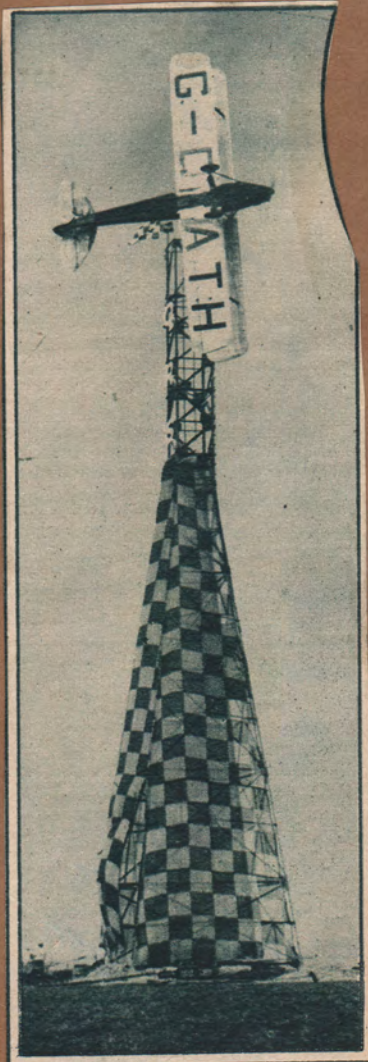


Lieut. E. Verne Stewart, at left, leaping from a plane 2,000 feet up in air. His parachute had not opened when this was snapped by the cameraman, but it did later and he won the \$100 offered for the jumper landing nearest the circle marked

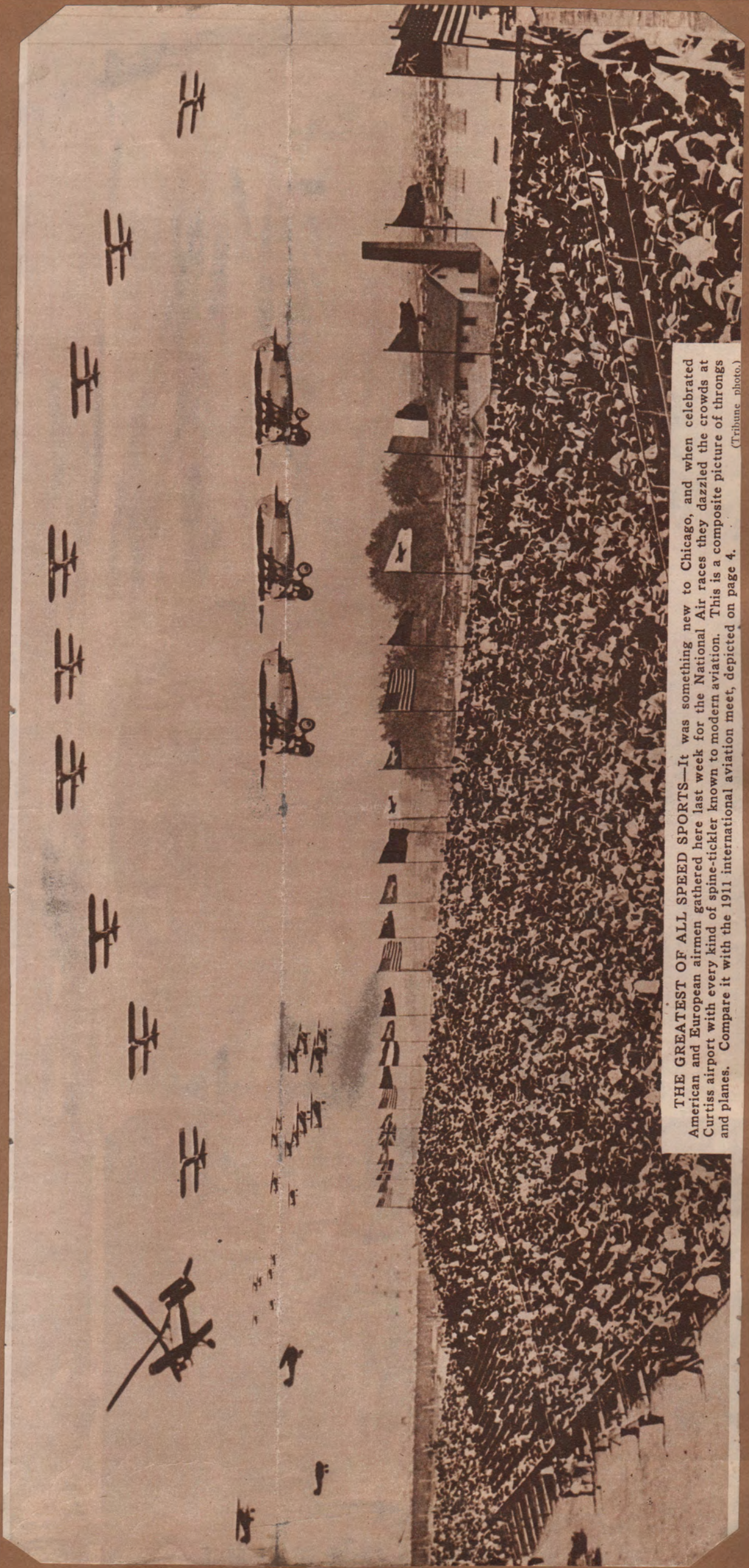
on the ground. The next photo shows Ralph Le Pere leaving the ship at the same altitude. These remarkable pictures of the air races were taken by Robert Rea, Evening American staff photographer.



A favorite with air-race crowds, Marcel Doret, French flyer, whose infectious smile and daring in the air win generous applause. (Daily News photo.)



ROUNDING A COURSE MARKER AT HIGH SPEED: RACING PLANE Shaving Close to One of the 200-Foot Pylons, a Feat Which Made Spectators Hold Their Breath in Fear of a Crash.



THE GREATEST OF ALL SPEED SPORTS—It was something new to Chicago, and when celebrated American and European airmen gathered here last week for the National Air races they dazzled the crowds at Curtiss airport with every kind of spine-tickler known to modern aviation. This is a composite picture of throngs and planes. Compare it with the 1911 international aviation meet, depicted on page 4. (Tribune photo.)

ONE NAVY PLANE HERE; 17 MORE COMING



This Sikorsky amphibian plane arrived with Medical Officer R. G. Davis of the United States navy at the municipal airport Tuesday in advance of a fleet of seventeen more due to set down this morning. The ships are en route to the base at San Diego, Cal.

found, and its relation to northern Europe.

18 Navy Planes Come Here

Eighteen United States navy airplanes, on their way from the Chicago air show to their base at San Diego, Cal., were scheduled to arrive at the Des Moines municipal airport Tuesday afternoon according to a telegram received at the navy recruiting office here Tuesday.

The telegram, signed by Commander R. G. Davis, said the squadron of planes would circle Indianola on their way to Des Moines in compliment to his brother, Dr. John G. Davis, lieutenant in the United States medical corps, now stationed at the

Des Moines recruiting office, whose home is Indianola.

The advance plane of the squadron, the "Sikorsky," carrying the staff officers, was due at the airport at 2 p. m. Tuesday and the other seventeen planes were scheduled to arrive later in the afternoon. The planes were to remain here overnight, leaving Wednesday for North Platte, Neb., their next stop. From North Platte, the squadron was to make one more stop at Salt Lake, Utah, before reaching San Diego.

The eighteen planes, which are known as the VF-5B, are all fighting seaplanes and are attached to the U. S. S. Lexington, which is now stationed at San Diego.





THE WINNER
OF THE BIG
PRIZE IN THE
NATIONAL
AIR RACES:
C. W. (SPEED)
HOLMAN
of Minneapolis,
and His Wife,
With the
Thompson
Trophy, Which
He Received,
Together With
\$5,000 in Cash,
as First Prize
in the 100-Mile
Speed Test. He
Averaged 201.91
Miles an Hour.



VF-5 BACK FROM CHICAGO RACES.

With the plaudits of a nation ringing in their ears, the VF-5 squadron, Battle Fleet, is home again. Leaving San Diego on the 17th and 18th of August, the outfit ferried 18 fighting planes and two Sikorsky transports over the southern route to Chicago, including stops at El Paso, Dallas, Kansas City, and Moline, Ill. Twenty-two officers and thirty-one men made the eventful trip, returning after ten days of spectacular racing, stunting and formation flying in the National Air Races, on 2 September.

Only one mishap marred the trip. Lt. DeShazo, heroically trying to save spectators from injury even in the act of crashing, was killed when his plane was caught in the backwash of another plane in a race won by Lt. Cornwell, of VF-5, on August 27.



Thompson Trophy

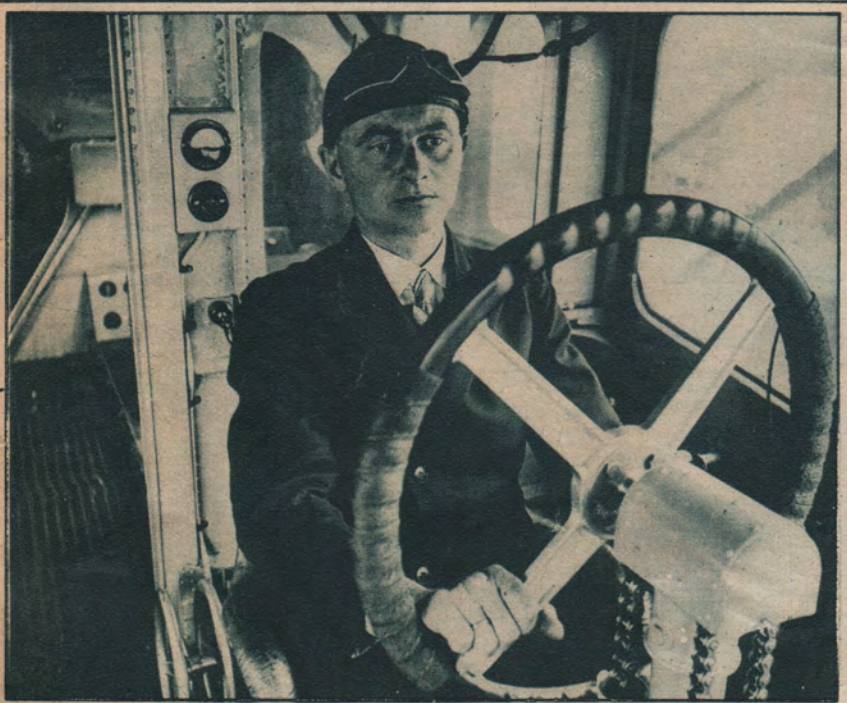
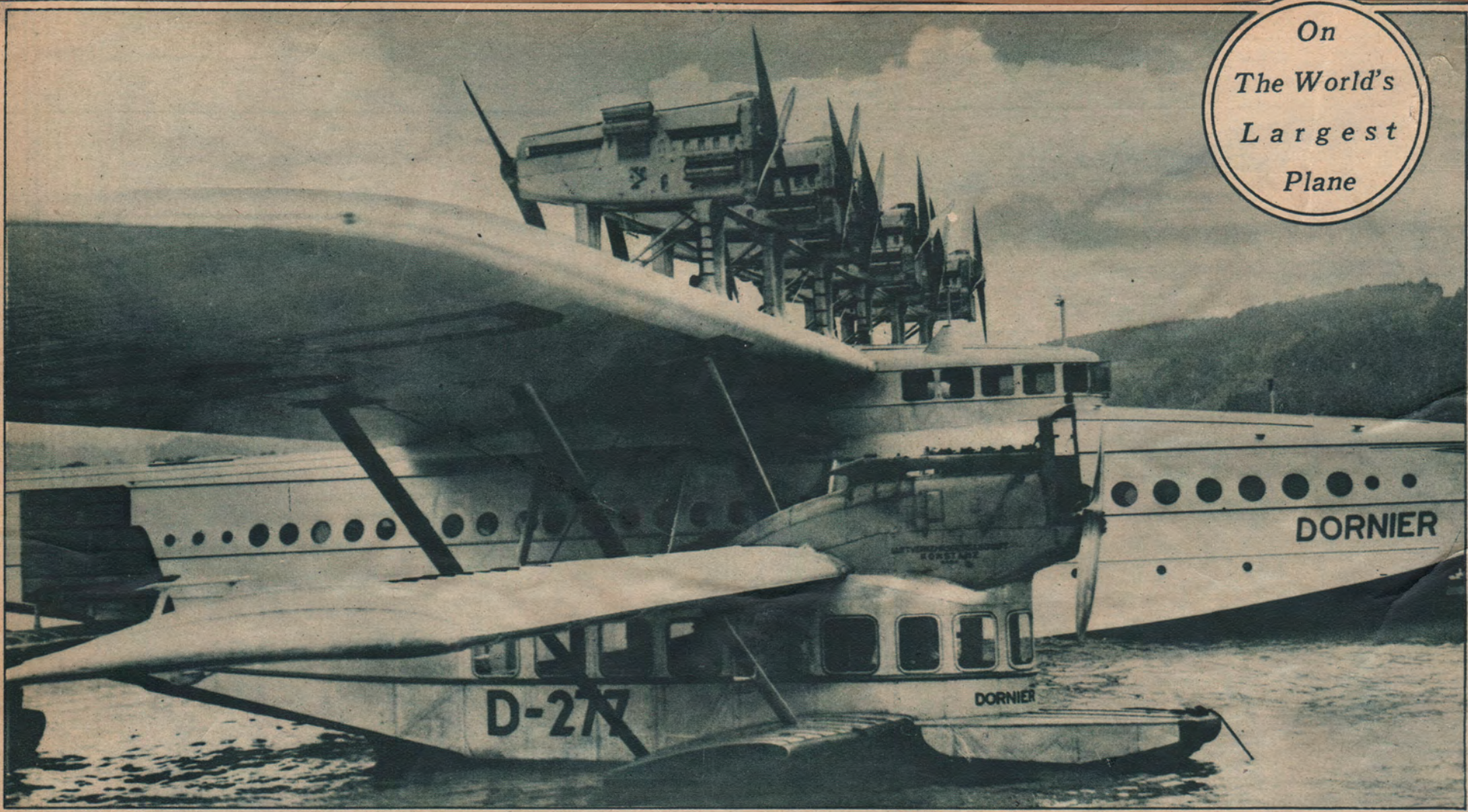
Stunt Flying Attracts Crowds.

Formation and stunt flying were major activities, covering a period of eight days and two nights out of the ten day stay. A three-plane section did the stunting, Lt. Rittenhouse, Lt. Cornwell, and Lt. (jg) DeShazo handling the controls. Crowds of onlookers cheered enthusiastically whenever the Navy racers made appearance, and papers were full of clippings and pictures regarding them. Fifteen thousand was the smallest gathering present, the largest about 75,000.

Officers and men enjoyed the stay to the utmost, and have only good things to say about the treatment accorded them everywhere.

Naval Air Station extends them its congratulations on a good job well done, and welcomes back so worthy an organization.

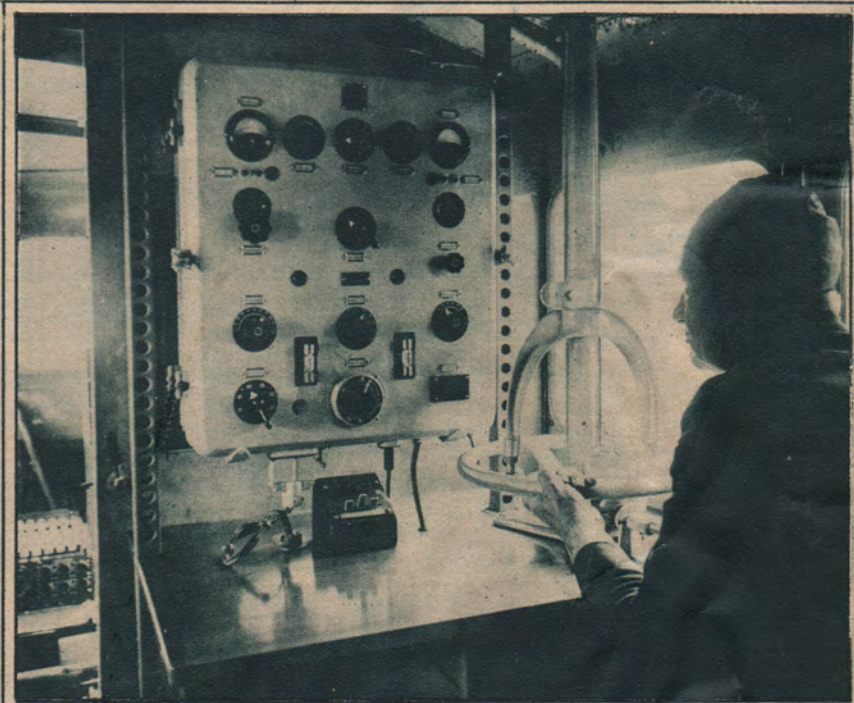
On
The World's
Largest
Plane



A CONTRAST WHICH AFFORDS SOME IDEA OF THE ENORMOUS SIZE OF THE DO-X: THE LIBELLE,

a Four-Passenger Cabin Craft, Nestled Under the Wing of the World's Largest Plane as It Was Being Made Ready for the Flight Across the Atlantic. The Twelve Motors on the DO-X Produce More Than 7,000 Horsepower and on One Test Flight It Carried 169 Persons.

(International News.)



AT THE STEERING WHEEL OF THE AIR LINER: THE SECOND IN COMMAND

Guiding the DO-X Through the Air. Note the Solidity of the Construction.



AN INSTRUMENT BOARD ON WHICH EVERY DIAL IS IMPORTANT: THE COMMANDER OF THE DO-X

in the Navigation Room Watching the Many Controls Which Are Needed to Safeguard the Huge Craft in Flight.

THE ANNOUNCERS



1928-29-30
NATIONAL AIR
RACES.

Al Williams

Lt. Vic Clark

Lt. G. Hourie

and I hope
to shoot the race
going in 31-32-33
W.D. Woodward.

