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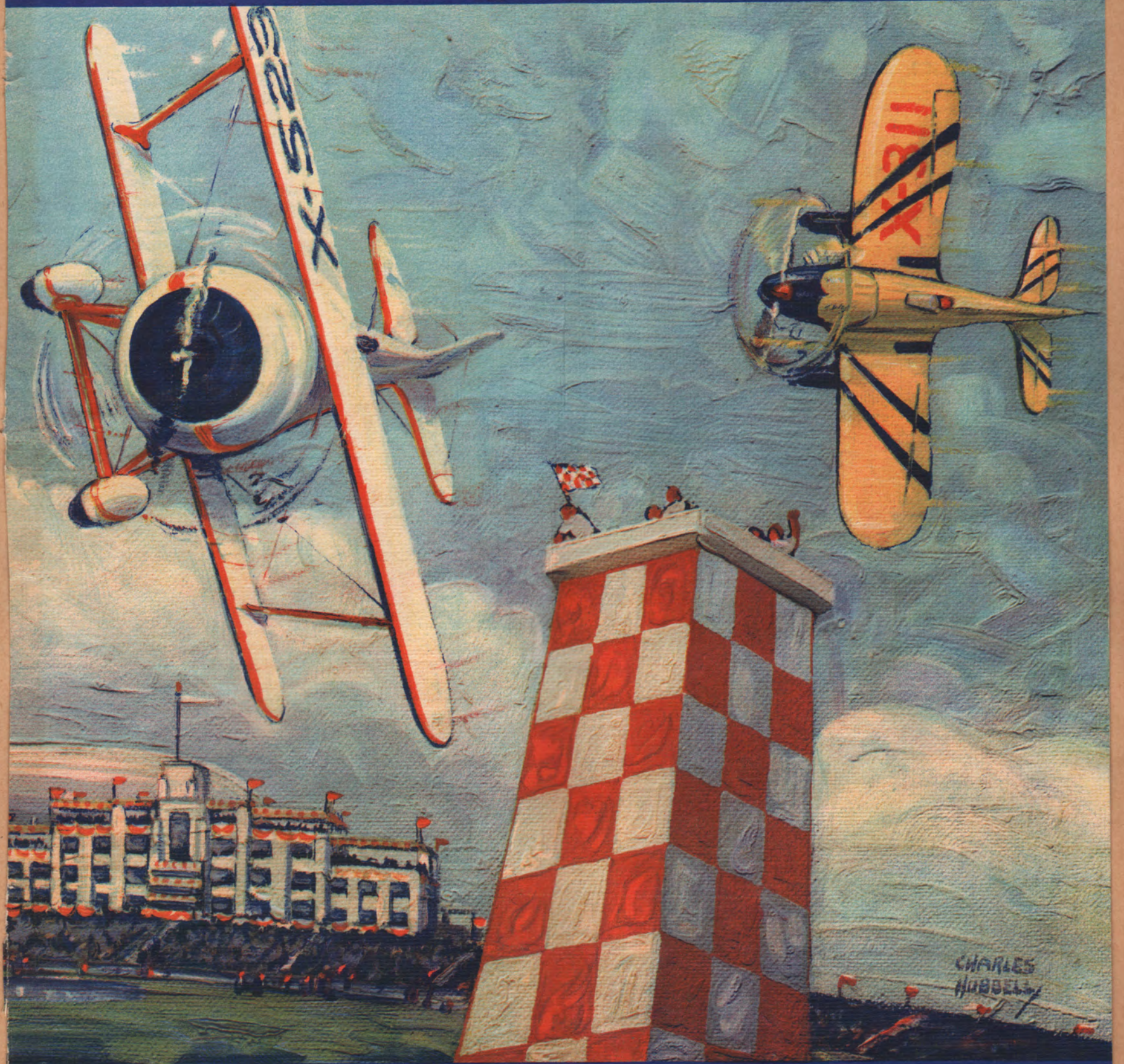
1931



SOHIO takes pride in again being chosen to serve the great air fleet assembled at the 1931 National Air Races.

**THE STANDARD OIL COMPANY (Ohio)**  
DISTRIBUTORS OF STANAVO AVIATION PRODUCTS

1931  
NATIONAL AIR RACES  
CLEVELAND



OFFICIAL PROGRAM  
PRICE 25 ¢

COMPILED FOR THE INTEREST AND  
ENTERTAINMENT OF FRIENDS  
WHO DIDN'T ATTEND —



ENGINE TROUBLE forced this marine plane out of formation and down to a field on Wallings Road, North Royalton, yesterday as the squadron was heading for the air races at the airport. The pilot was uninjured.



The Army planes are landing and the Marine pilots are being introduced at the microphone by Lieut. L. H. Sanderson. The military planes are being held in the field.

**All Service Units Compete.**  
Competition for opening day honors between the navy, army and marines was keen, and Lieutenant L. M. "Sandy" Sanderson, commanding the squadron of leather-necks, officially known as Squadron Nine-M, promised a real exhibition of tactical flying. Two years ago the marines opened the show, and left an impression that hasn't been erased.

US  
MARINES

# MARINE CORPS

CLEVELAND, FRIDAY, AUGUST 28, 1931.

PRICE THREE CENTS

## AIR 'ACES' REACH CITY

One of Marine Corps Planes,  
Forced Down South of City,  
Loses Gear, Wing.

**BULLETIN**

Eleven fighting planes, the first contingent of Marine corps planes, arrived at Cleveland airport for the National Air Races late today. Lieutenant L. H. Sanderson, in charge of the squadron, announced that one of their planes piloted by Lieutenant L. G. Adams had been forced down because of motor trouble in a field 10 miles south of the airfield, near Royalton. The pilot was unhurt but the plane's landing gear and one wing was torn off.

Marines' Air 'Aces' Land Here;  
Shoenhair Hits 250-Mile Clip

Fighting Plane Squadron Three, the "Striking Eagles," was on the wing from Hampton Roads naval air base in 12 fighting planes and two transport ships. They were to land at the airport late today. Lieutenant Commander J. E. Os-trander Jr. was in command.

AUG. 28, 1931

BLAZES TRAIL  
OF FIRE TO AIR  
RACES TONIGHT

Army Flyer to Pilot "Comet"  
Plane, Spouting Flames,  
Over City



No. 1, the 11 members of the marine fighting unit and the commander of their transport, left to right, above: Lieut. A. W. Kreiser Jr., Lieut. E. L. Pugh, Lieut. A. C. Koonce, Sergt. M. T. Shepard, Lieut. William E.

Sweetser, Lieut. J. B. Nott and Lieut. F. R. Smith. Below, left to right: Lieut. Frank Schwable, Lieut. D. L. Cloud, Lieut. L. H. Sanderson, commander of the bridge; Lieut. W. O. Brice and Lieut. C. C. Jerome.

## BRITISH FLYER CRACKS UP LANDING HERE



Flight Commander Richard L. R. Atcherley of England was recovering from injuries in Berea Community Hospital today while his plane lay badly wrecked in a hangar at Municipal Airport fol-

lowing a crash late yesterday. Above the wreckage of the speedy English plane. Below Atcherley as he climbed into the cockpit to start his flight. He broke his landing gear as he took off.

## BRITISH SPEED ACE INJURED IN CRASH AT AIR RACE TESTS

Flight Commander R. L. R. Atcherly of Great Britain was injured late today when his English scout plane, the right strut on the landing gear broken, cracked up at Cleveland Airport when he landed after a test flight.

Atcherly suffered severe cuts on the head and numerous bruises.

Landing in the northeast corner of the field, the plane skidded along the ground for some distance, then nosed over and crashed on its back.

The right wheel was snapped off, the propellor smashed and the engine badly damaged.

A crowd of more than 800 spectators at the preliminaries to the National Air Races swarmed onto the field and rushed to the Englishman's plane.

It is believed that the strut was broken when Atcherly took off, the landing gear bumping along the ground.

U. S. Navy flyers and spectators, noticing the broken strut, sought vainly to signal Atcherly and warn him of his danger.

As the crowd dashed onto the field, an incoming plane skimmed over their heads.

### Marine Plane Crashes

Atcherly's crash was the second crackup of the day. The first occurred when Lieut. J. G. Adams, marine flyer, damaged his plane in a forced landing at Royalton, 10 miles south of Cleveland.

Adams, who escaped injury, was flying from Akron to the Cleveland Airport on the second leg of the flight from Quantico, Va., marine base, with 11 other marine planes. The other planes continued to the Airport.

The landing gear and the left lower wing of Adams' ship were stripped off in the impact on the Stein farm, off State road. Adams said he thought he had a "plugged" gas line.

In addition to the marine planes, fighting ships of the U. S. army and navy were winging their way to Cleveland as preparations neared completion for the first of the five-year series of races, starting tomorrow noon.

Lee Schoenhair tried his plane out today before going to his hotel for a few hours of sleep. He was to hop off for Los Angeles late today or tomorrow to be there Monday for the start of the Bendix Trophy Race, one-day speed dash to Cleveland. Jimmy Doolittle will fly his plane to the west coast from Chicago tomorrow.

Probability that the DO-X, world's largest flying boat, will come here sometime during the 10-day program was seen today when Capt. Fritz Hammer, commander of the boat-plane, said he will fly it here from New York harbor if an inspection shows the 12 motors are in good shape.

# "CRACKS UP"

## BRITISH AIR ACE

### ATCHERLY IS FORCED DOWN MINUS GEAR

**Crowd Frantically Warns Him of Danger as Wheel of Landing Gear Dangles Beneath Plane.**

Flight Commander Richard L. R. Atcherley, British Schneider cup racer, nosed his plane over at the municipal airport late today when he attempted to land with a broken landing gear.

Commander Richard Atcherley suffered a cut over one eye, many bruises and a shaking up. His plane was badly damaged as it nosed over at the northeast corner of the field.

The British flyer, with scores of mechanics waving and shouting at him from the ground, frantically trying to inform him that his landing gear had broken, circled the field for 10 minutes, attempting to pick the best spot for a landing. Then, coolly, he pancaked down, but the biplane went over on its nose and crashed upside down.

He scrambled from the cockpit, while 3,000 excited spectators rushed to his side.

An ambulance rushed the commander to the Ohio National Guard hangar, and from there to Berea hospital, from where he was expected to be released tonight.

The spill means that Commander Atcherly will not be able to use his biplane, a Blackbird Lincock of British make, during the National Air Races, which begin tomorrow.

Airport attaches said the British flyer evidently knew his landing gear had broken, presumably in his takeoff, for he circled for a long time before attempting his landing. It was believed he struck a depression in the takeoff, although on one had observed any mishap as he went aloft. Shortly afterward, however, it was noticed that one wheel was dangling beneath the craft, and the men on the ground at once attempted to signal to Atcherly.

**Crowd Breaks Through.**

The flyer gave no sign that he had observed, and the workers on the ground continued to shout and to run in futile circles. There was nothing they could do. The crowd, meanwhile, became excited, and when the flyer attempted his landing they broke through a handful of police and rushed pell-mell to the scene.

Commander Atcherly was one of five leading European aviators invited here for the 1931 air classic. He was scheduled to go in the air daily throughout the races, with his companions, but whether he will be able to now was doubtful. Another plane may be obtained for him.

**Adams Forced Down.**

One other accident, not serious, marred the day's preparation for the races. Lieutenant J. G. Adams, attached to Marine Fighting Plane Squadron Nine, was forced to land due to engine trouble near Royalton, 10 miles short of the Cleveland airport, to which he was flying with his unit from Quantico, Va. Ten other planes in the squadron arrived without untoward incident and maneuvered over the city late in the afternoon.

Earlier in the day Lee Shoenhair took his racing biplane, a contender in the \$15,000 Thompson trophy event, aloft at the airfield and announced after a half-hour test that he had bettered 250 miles an hour.

"I didn't have the throttle wide open," Shoenhair said. "The engine is new. In the race it should be able to get me 255 miles an hour around the closed course."

The Thompson trophy race, outstanding event of the 1931 national air races, may bring about a new land-plane speed record for America, the present record being 266 miles an hour.

**DO-X May Come.**

With the opening of the races less than 24 hours away, interest in the aviation classic was heightened with the announcement that the giant seaplane DO-X, now at New York, will come here, barring engine trouble. Captain Fritz Hammer, commander, made that announcement.

Cleveland was rapidly becoming the center of the aviation world. Famous flyers and military units were converging on the city from all directions.

Captain Ernst Udet, Germany's ranking war ace, was en route in his plane from New York, having taken off at 7:40 a. m. He is one

of five European aviators who are guests here for the air races.

Fighting Plane Squadron Three, the "Striking Eagles," was on the wing from Hampton Roads naval air base in 12 fighting planes and two transport ships. They were to land at the airport late today. Lieutenant Commander J. E. Ostrander Jr., was in command.

The transcontinental sweepstakes derby, with 50-odd men and women still in the running, was en route from Bartlesville, Okla., to East St. Louis, Ill. The cavalcade arrives Sunday.

In every way the 1931 races, first of the five-year series to be staged here, are on a bigger scale than ever before. The physical plant of

*Continued From First Page*

the race corporation, the roster of entrants, the prizes, the exhibitions by the service flyers, all surpass those of the 10 predecessors of the present series.

An imposing array of flyers from England, Germany, Poland, Italy, Czechoslovakia and Canada will perform daily. Better and faster planes will race around the five and 10-mile closed courses. There'll be a new thrill for jaded groundlings.

**Al Williams Arrives.**

Awaiting Udet today were the other four European aviators and Al Williams, former navy speed flyer. Lieutenant Williams, in his special biplane built for acrobatics, arrived yesterday at the airport.

The foreign contingent includes Captain Boleslaw Orlinki of Poland, Flight Commander R. L. R. Atcherley of England, Lieut. Col. Mario di Bernardi of Italy and Major Alois Kubita of Czechoslovakia.

Each day for nearly an hour the five visiting airmen are to go aloft to show America what pilots have learned in recent years abroad. Not being exactly under the restrictions which the government applies to American civil and military flyers, they are expected to do some very spectacular flying.

Cleveland's first organized welcome to aviation will come tomorrow at 11 a. m., when the Plain Dealer flower pageant starts at University Circle on its way down Euclid ave. After reaching city hall, the pageant will continue to the airport, to participate at 3 p. m. in a gigantic musical celebration.

Dorothy Hester, the 20-year-old girl stunt flyer who has her eyes on a new world record for loops and things like that, is on the race program daily. Williams himself is expected to exhibit separately his famous technique in inverted flying.

**Eleven Planes in Race.**

Outstanding among the closed course races is the 100-mile Charles E. Thompson trophy race, for any type of plane, with \$15,000 prize money. Eleven planes have been entered in this event, which takes place Labor day. A new American landplane speed record may be set in the qualifying dashes, to take the place of that held by Williams, 226 miles an hour.

Major James H. Doolittle is testing a racing ship at Chicago. It was built specially for the Thompson race, with the backing of the Cleveland Speed Foundation, Inc., a group of Cleveland sportsmen.

Another of the tiny racing ships, highly touted by its backers, is the City of Springfield, a special Gee Bee low-wing monoplane which flew from Springfield, Mass., where it was built, to Buffalo the other day, 350 miles, in 90 minutes, at an average of 228 miles an hour. Robert L. Hall, its designer, is expected at the airport soon.

There are eight other planes entered, running in size from the big Lockheed Altair owned by Bernary McFadden, millionaire publisher, and flown by Lou Reichers, to the tiny Pete, built and flown by Ben O. Howard, Chicago air mail pilot.

The air is full of claims by this and that faction, as regards the Thompson trophy race, and rivalry has become very keen. Just which

ship is fastest will be settled some day during the races, in the straightaway trials which all the entrants must fly. The qualifying speed has been set at 175 miles an hour.

**Race Finish Due Monday.**

Second in interest to the Thompson trophy race is the Bendix trophy free-for-all from Los Angeles to Cleveland, scheduled to be completed Monday. Virtually all of the Thompson race planes are entered in the cross-country dash, for \$15,000 in prize money.

Then, too, there's the Aerol trophy race for women, with \$7,500 in prizes

and a qualifying speed of 140 miles an hour. Many of the men's speed planes are to be flown in this race by the country's leading women flyers.

More than 100 planes from army, navy and marine units are to perform during the races, climaxed by formation flying by the entire First Pursuit group of 72 planes from Selfridge field, Michigan, on Army day, next Tuesday.

**Prizes Total \$100,000.**

The entire race program lists 42 events over the closed courses, which run in front of the stands, 12 speed dashes over a measured three-kilometer course, and the three cross-country races. Prizes total \$100,000.

Many a noted flyer and aviation notable will be guest here for the races. President Hoover's "junior cabinet," Secretaries David S. Ingalls, F. Trubee Davison and Clarence M. Young, are expected, as well as Wiley Post and Harold Gatty, the 'round-the-world flyers, and Russell Boardman and John Poland, who flew nonstop from New York to Istanbul.

The uniformed notables will include Brig. Gen. James E. Fechet, chief of the army air corps; Rear Admiral William A. Moffett, chief of the navy bureau of aeronautics; Brig. Gen. Benjamin D. Foulois, assistant chief of the army air corps, and Lieut. Col. T. C. Turner, head of marine corps aviation.



**British Air Ace Injured In Crash**

**FLIGHT COMMANDER RICHARD L. R. ATCHERLY**



NATIONAL AIR RACES  
Executive Offices, Hotel Cleveland  
CLEVELAND, OHIO

« PRESENTING AVIATION'S CLASSIC FOR 1931 »

**NATIONAL**

**AIR RACES**



**CLEVELAND**

**AUG. 29 TO SEPT. 7**

SANCTIONED BY  
NATIONAL AERONAUTIC ASSN.



# Flying "Stars" Who Entertain

NAVY

## Thrill-Seeking Crowds at Air Races



No. 3, the man who will lead the antics of the flying sailors, Lieutenant Commander Ostrander.



No. 2, the navy, above, left to right: Ensign W. H. McClure, Lieut. D. S. Cornwell, Flight Commander Lieut. J. E. Ostrander, Lieut. H. L. Jennings, Lieut. E. A. Cruise and Ensign A. E. Loomis. Below, left to right: Lieutenants R. S.

Purvis, P. C. Treadwell, Yates Stirling, F. N. Taylor, W. E. Gladings and H. E. Regan.

# NAVY, MARINE CORPS

DAY NEWS

## SHIPS HERE

NAVY

A

Page Five

## FOR THRILLS



ZOOM!—Necks craned and mouths gaped today at Cleveland airport as daredevil speedsters churned the atmosphere with new stunts as the 1931 National Air Races got underway. Part of today's crowd is pictured above (top). Below, the quartet of spectators are (front) Mrs. H. P. Eells Jr. and Rear Admiral A. A. Moffett, U. S. N., and (rear) Mrs. A. C. House and H. P. Eells Jr.

### Navy's Bureau Of Aeronautics Has Real Program To Intrigue Public

#### Regular Service Maneuvers On Schedule To Show Citizen What He's Paying For.

Co-relation of the Army and Navy Air forces during the 1931 National Air Races makes for a better understanding and closer liaison between the two branches of the nation's military services in the opinion of naval authorities.

The navy's bureau of aeronautics believes this an essential factor in the navy's participation in the Cleveland classic and it also believes this participation is of great value to the service in not only bringing it closer to those to whom it belongs—the American public—but also by the experience gained, the lessons learned and contacts made.

Navy participation at the races is as follows:

One fighting plane unit, "The Striking Eagles," 12 planes, VF Squadron THREE-S, from the U. S. S. Langley.

Two squadrons of patrol boats, 12 planes, VP Squadron EIGHT-S, from the Scouting Force, Squadron TEN-S.

One squadron of marine planes, 12 planes, VF Squadron NINE-M, from Quantico, Va.

ZRS-4 (U. S. S. Akron) if trial flights of that airship have been successfully completed.

The naval airplanes will daily exhibit regular service maneuvers and tactical flying.

Commander J. E. Ostrander Jr. will be in command of fighting

plane Squadron Three (VF-3S).

Lieutenant Commander K. McGinnis will command patrol squadron Ten (VP-10S).

The marine fighting planes will be commanded by Lieutenant L. H. Sanderson, U. S. M. C. This squadron, Nine-M is attached to the East Coast Expeditionary Force, Quantico.

The navy department maintains a policy of selecting each year, from the aircraft squadrons at sea, one squadron to participate in the National Air races. The squadron selected is always one engaged in active duty and a representative one honestly presented in an effort to demonstrate to the public what a regular navy fighting air squadron looks like.

Squadron Three (VF-3S), selected as the unit to attend this year's classic, has excelled in its operations over thousands of miles of over-water flight, landing and taking off from carriers. In 1929, this squadron won the coveted Schiff trophy awarded for the greatest number of safety miles flown by units.

35th st.-Longwood ct. to E. 80th st.



## SPANS OCEAN, LANDS IN NEW YORK



Carrying 60 passengers, the giant German seaplane, DO-X, largest heavier-than-air flying machine in the world, circled the Statue of Liberty in New York Harbor today and came to rest like a giant bird on the quiet waters of Hudson River. This telephoto shows the sea-

bird before the skyline of New York's metropolitan area. The DO-X took nearly 10 months to reach New York after it left Lake Constance. American representatives of the Dornier Co., builders of the plane, are considering bringing it to Cleveland for the National Air Races next week.

# AVIATORS WILL TALK ON RADIO

## Air Race Features Keep Stations Busy

### Network Tries Scheduling Lindbergh Again for Early Broadcast.

TRYING to keep track of radio programs when they go air-minded is enough to keep the listener busy, even if he didn't take time to tune them in. At the moment it appears that the German DO-X is the headliner this noon, several celebrities talk tonight, Lindbergh tomorrow morning and "Casey" Jones tomorrow night. However, keep your fingers crossed as you dial.

Captain Louis Yancey and Amelia Earhart Putnam talk at 6 this evening and Al Williams and Ernest Udet at 8:30, all at WTAM.

The oft-postponed Lindbergh banquet, which you may have tuned for this morning, is now set for 6:30 tomorrow morning. This announcement comes from Columbia, which originally announced the one for this morning.

NBC has made no announcement on either occasion, but will broadcast the banquet when and if it takes place.

"Casey" Jones opens a series of aviation programs for Columbia at 8:45 tomorrow night, using WHK's studios but not put onto the air by the local station.

## Radio Control Event Gives Al Williams Added Thrill

AL WILLIAMS and his radio control act worked perfectly yesterday after he had some trouble the day before with an interfering station. He revealed over the microphone that "many people take aviation too seriously. That little act today gave me more real pleasure than anything I have done for a long time."

# More and More Celebrities



1—Russell Boardman and John Polando, who hold the world's long-distance flight record, with Marlon Eddy, altitude flyer. 2—Looking at

## HOLDS FAITH IN AIRCRAFT OF NAVY

Failure of the army air corps to sink the discarded freighter "Mount Shasta" off the Virginia capes has not destroyed the belief that aircraft is a valuable arm of national defense, it was stated by the department of the navy.

"Dive bombing," in which comparatively small airplanes carrying a limited load of ammunition dive from great altitudes vertically over floating targets, is considered more effective than the method employed by the army, it was explained orally.

Changes in the army's target practice system are not likely to result from the disappointing performance with the "Mount Shasta," Gen. James E. Fechet, chief of the army air service, asserted. Additional information made available at the departments of war and navy follows:

Reports received at the departments from observers off the Virginia capes stated that the bombardment group from Langley field which attacked the old freighter was unable to do extensive damage with approximately 50 bombs of various sizes. The hulk eventually was sent to the bottom by shells fired by two coast guard cutters.

### Secret Tests by Navy

Secret bombing tests by the department of the navy with a radio-controlled destroyer, the "Stoddert," are under way off the Pacific coast and additional experimentation with two more ships of this sort is contemplated. The destroyers "Boggs" and "Kilty" are being fitted up with radio-control apparatus at present.

During these tests moving targets, without a person on board, are maneuvered in the manner a harassed naval vessel would operate in case of war while aircraft squadrons attempt to bomb the ships as they weave about the surface.

The navy's present tests are not to be carried to destruction, however, and will be conducted to determine the accuracy of the squadrons and the comparative effect of different types of bombs.

Planes for "dive bombing" must be especially designed, since speeds up to 300 miles an hour are experienced in the vertical dives over the target and severe shocks must be withstood when the craft pull out to resume normal flight.

### Navy Experiments Last Fall

Tests similar to the army's unsuccessful performance were conducted by aircraft squadrons of the battle force of San Diego last fall. Two decommissioned destroyers, not protected by deck armor, were anchored as targets for attacks with small bombs. No effort was made, however, to sink these ships, as the purpose of the attack was to compare the penetration effect of various missiles.

The army planes bombing the "Shasta" were flown at an altitude of about 5000 feet, and bombed the ship both singly and in groups. Only a few direct hits were registered, although a large number of bombs struck the water near the ship. Had heavier bombs been employed, it is likely that these near-hits would have done some damage below the water line.

Various methods of bombing are employed by both the military and naval services. Besides "dive bombing," it is practicable for planes to fly in various formation at high altitude, 15,000 or more feet, or to fly singly. There is disagreement about the most desirable practice, although the "salvo" method in which several planes release bombs simultaneously to form a pattern is frequently used.

The value of the results of bombing attacks similar to that staged by the army air corps also is a subject of disagreement. While detailed information may be secured regarding the efficiency of various types of bombs, the score registered by the squadrons cannot be accepted as an accurate indication of the efficiency of aircraft attacks, because the attacking planes are not being driven off by anti-aircraft or defense planes and weather conditions often are ideal for the target practices.

## COLORS TO HAIL RACING FLYERS HERE SATURDAY

### Hundreds Will Take Part in Plain Dealer's Flower Parade.

There'll be no lack of color and music when the National Air Races open Saturday, for nearly 2,300 musicians will play in massed formation at the airport and hundreds of members of Ohio's civic, fraternal and patriotic organizations, all in gala dress, will be spread across the wide sweep of the field.

The rumble of drums and the roar of airplanes overhead will mingle in a deep-throated greeting to aviation, most spectacular of industries, and aviation, in its turn, will present its greatest show.

The bands will begin to play Saturday far away from the Brook Park airport, for at 11 a. m., at University Circle, the Plain Dealer flower pageant, planned as the counterpart of the New Year's tournament of roses at Pasadena, Cal., begins to wind its way down town.

### Parade to Move to Airport.

The parade will proceed down Euclid ave. to the Public Square, wheeling at the Williamson building and again into Superior ave. past the reviewing stand at E. 6th st. and then down E. 6th st. to city hall.

Bands, foot marchers and horse divisions enter the column at E. 40th st. women's foot units at E. 30th st. and juniors at E. 24th st.

The parade will reassemble along Lakeside ave. from W. 9th st. east and at 2 p. m. will move off from W. 9th st. and Lakeside ave. for the 19-mile trip to the airport.

The route will be over the high level bridge, Bulkeley Blvd., Clifton Blvd. to Warren rd., Lakewood, south on Warren rd. across Lorain ave. to W. 150th st., to Brookpark rd., following Brookpark to the special pageant entrance to the airport.

To date there are 152 entries including 38 bands and 16 drum corps comprising over 2,300 players; 28 marching units comprising over 1,100 marchers; 48 floats; seven special entries; 11 horse units with 75 horses, and choruses numbering several hundred voices. Bands and other entries come from many parts of the state.

### Many Nationalities Entered.

Foats have been entered by the following nationality groups: Italians, Ukrainian, British, Czech, Dutch and Chinese. Five foreign groups will greet flyers from five foreign countries. The committees are composed of Clevelanders with British, Italian, Czech, German and Polish ancestry, the committee members being representative leaders of their groups.

Some \$2,000 worth of trophies and medals are to be awarded. Three sterling trophies go to the three finest floats in the whole pageant. One, two or three trophies go to the best floats in each division, according to whether there are one to three, three to five, or more than five in each division.

Nine classes of bands will be awarded two trophies each except first prize juniors where awards will be medals for the players instead of trophies for the group. Band directors who win first place receive medals.

## 'Pop's' the Czar at Air Races

### Cleveland Formulates Contest Rules, and It's His Job to Enforce Them.

By Howard Beaufait.

Competitive events to be staged against the sky at the air races starting Saturday will be run off with clocklike precision and smoothness, Clifford Gildersleeve, executive vice president of the National Air Races of Cleveland, Inc., said today.

The principal reason for this is the ability of E. W. ("Pop") Cleveland, veteran pilot and chairman of the contest committee.

"Pop," who has been flying planes for 20 years and officiated at all air meets in this country, is to be the highest court of appeal in all disputes, altercations and protests arising out of the contests.

On "Pop's" shoulders rests the responsibility of enforcing the rules, which he has helped to formulate and to give the final stamp of approval to the winning pilots.

### Prizes to Be Paid Promptly.

In contrast to previous years, pilots flying their planes to victory will be handed their prize checks within 24 hours after the event has been staged. These checks, "Pop" said, are already made out and need only the name of the winner to make them negotiable.

Under "Pop's" direction, Mr. Gildersleeve said, plans have been completed which will expedite the announcement of the winning flyer, his exact flying time for the event and other details of the race a few minutes after it has been concluded.

An electrical timer which records speed of the planes to the tenth of a second will be employed at the races for the first time.

Although the permanent organization consists of only four persons, Mr. Gildersleeve, Clifford W. Henderson, managing director and two



E. W. CLEVELAND

secretaries, the working staff necessary to preparing for and handling the meet will exceed 1,000.

Those who will officiate at the airport during the races include Eddie Rickenbacher, American ace, who will act as chief referee, and Dean Smith, air mail pilot, as assistant referee.

Dudley M. Steele of Los Angeles will assist "Pop" Cleveland on the contest committee. Other members of the committee are William F. Young, secretary, and Ann J. Carpel, secretary to Cleveland.

Major E. H. Zistell, commanding officer of the 112th Observation Squadron, Ohio National Guard, will act as chief judge.

Dr. Frank McCoy, well-known diet specialist, writes daily for The News on the magazine page.

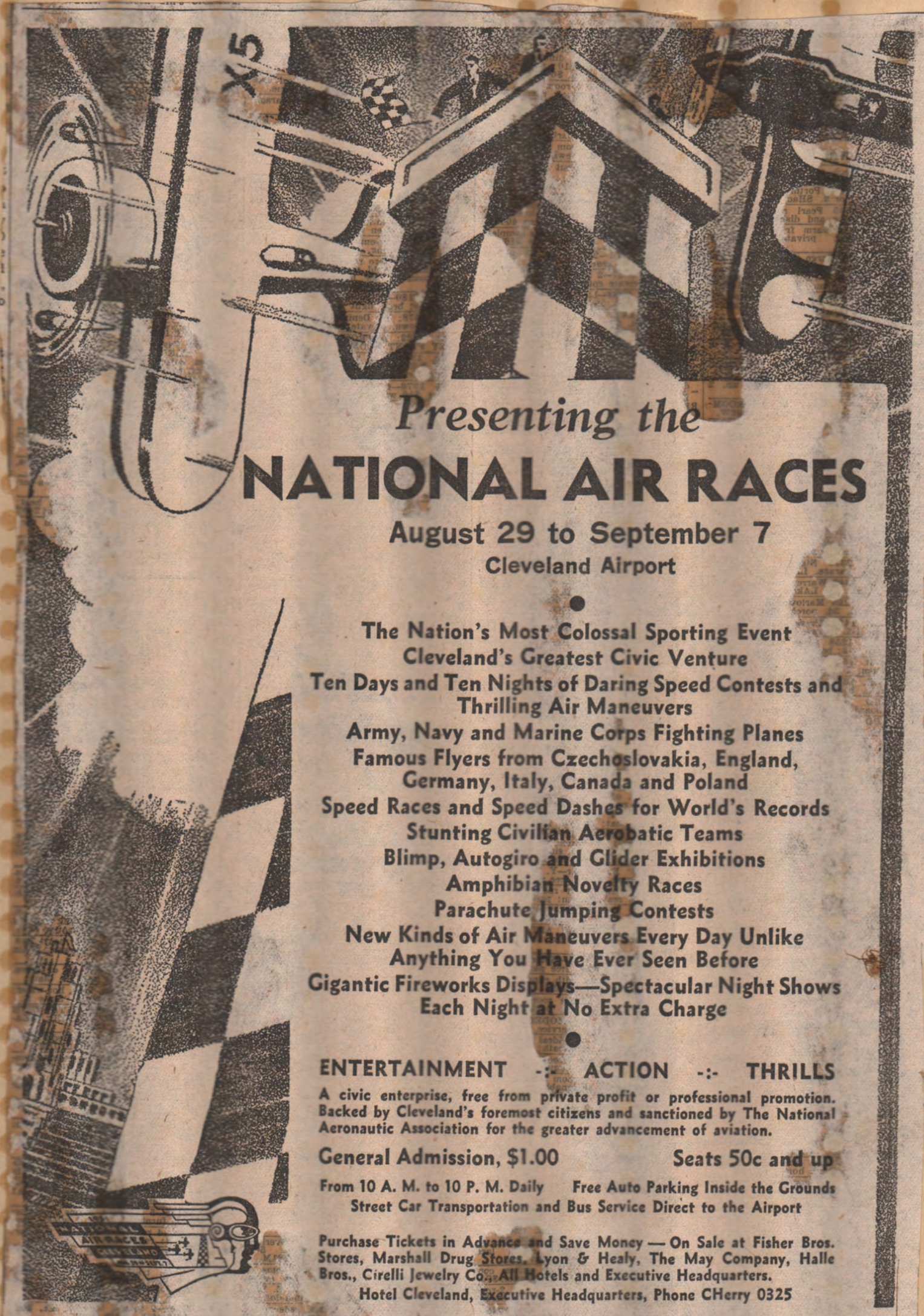
### Women to Depict Flag.

Among the features at the airport will be a huge "human flag" made up of 275 women, members of the Daughters of America in red, white and blue capes, drill teams from the Maccabees and Al Sirat Caldron, members of the Odd Fellows, Eagles, Knights and Dames of Malta, Sons of Italy and American Legion.

Preceded on the program only by the arrival from various points of planes manned by the cream of the army, navy and marine corps, the pageant will arrive on the airport at 3 p. m. to pay Cleveland's respect to a great industry and to participate in the welcoming of aerial heroes from Germany, England, Poland, Italy, Czechoslovakia and Canada.

Amid an international setting the distinguished visitors will step forward to be welcomed officially by Mayor John D. Marshall. Meanwhile the red, white and blue clad members of the daughters will form their "human flag."





Presenting the  
**NATIONAL AIR RACES**

August 29 to September 7  
Cleveland Airport

The Nation's Most Colossal Sporting Event  
Cleveland's Greatest Civic Venture  
Ten Days and Ten Nights of Daring Speed Contests and  
Thrilling Air Maneuvers  
Army, Navy and Marine Corps Fighting Planes  
Famous Flyers from Czechoslovakia, England,  
Germany, Italy, Canada and Poland  
Speed Races and Speed Dashes for World's Records  
Stunting Civilian Aerobatic Teams  
Blimp, Autogiro and Glider Exhibitions  
Amphibian Novelty Races  
Parachute Jumping Contests  
New Kinds of Air Maneuvers Every Day Unlike  
Anything You Have Ever Seen Before  
Gigantic Fireworks Displays—Spectacular Night Shows  
Each Night at No Extra Charge

**ENTERTAINMENT -- ACTION -- THRILLS**

A civic enterprise, free from private profit or professional promotion.  
Backed by Cleveland's foremost citizens and sanctioned by The National  
Aeronautic Association for the greater advancement of aviation.

General Admission, \$1.00                      Seats 50c and up

From 10 A. M. to 10 P. M. Daily      Free Auto Parking Inside the Grounds  
Street Car Transportation and Bus Service Direct to the Airport

Purchase Tickets in Advance and Save Money — On Sale at Fisher Bros.  
Stores, Marshall Drug Stores, Lyon & Healy, The May Company, Halle  
Bros., Cirelli Jewelry Co., All Hotels and Executive Headquarters.  
Hotel Cleveland, Executive Headquarters, Phone CHerry 0325

# GREATEST AIR

Y, AUGUST 30, 1931.

Subscription Rates  
\$5.20 a Year.

# SHOW OPENS

## AIR RACES ARE BUILT AROUND SPEED SLOGAN

Two Main Events Stress Fast Planes; Derby Of Derbies Ends At Cleveland Airport Today.

BY CLIFFORD W. HENDERSON  
Managing Director National Air Races.

Speed—high speed—has become the watchword of the 1931 National Air Races, which opened yesterday at Cleveland airport. The races continue on through Labor day, next Monday. Today, on the threshold of a new era in aviation, the Transcontinental Sweepstakes Derby men and women flyers are due to finish their long race from the west coast to Cleveland.

There are more than a half-hundred planes in both divisions of the derby which finishes at the port today. The sweepstakes brings to aviation for the first time an opportunity for pilots to win prize money on the basis of their own merits as flyers.

## NATION'S ACES HERE TO THRILL RACE PATRONS

Flower Pageant Starts Program; Derby Flyers Due Tomorrow; Girl Stunt Flyer To Perform.

BY A. H. ROBERTS

Aviation's winged host swept down on Cleveland yesterday, to receive a welcome which bespoke the city's enthusiasm for the men and women of the air. And then the show began, the 10-day National Air Races, with 120 racing flyers aiming for new speed and new thrills.

The army was here. And the navy. And the marines. And the five European flyers. And Al Williams. And Dorothy Hester. And the parachute jumpers. And the autogiros. And airplanes of every size, speed and description.

### Army, Navy, Marines Join.

Military participation in the races this year is outstanding. More than 100 army, navy and marine corps planes are at the airport for the full 10-day race period.

David S. Ingalls, assistant secretary of the navy in charge of aeronautics, says he will order the U. S. S. Akron to fly over the air races if the big dirigible passes its navy test flights satisfactorily.

On Army day, scheduled for Tuesday, Sept. 1, the entire First Pursuit group from Selfridge Field, Mich., is detailed to fly over the races. Such a massed flight will be the most pretentious ever staged by the military service at any national air races.

Thirty-six navy and marine corps planes are at the races. This also is true of the army air corps. In a word, 72 of Uncle Sam's fighting ships of the air are stationed at the port for the races.

"The Striking Eagles," "The Flying Comet," and many other features are being shown by the military services.

### Patrol Boats Here.

The navy has sent on a squadron of patrol flying boats—something new to this inland section of the country. They are big twin-motored ships, carrying two pilots, two mechanics and a radio operator. These big patrol flying boats traveled to Cleveland over an inland water route, and their mooring spot is on Cleveland's spacious lake front.

The biggest thing about the air races, this current season, is the cry of "high speed!"

High speed is written all over the map for the races.

"Everybody and his brother" is on the trail of speed records and everyone is sure he is right. All look for

## Speed And Thrills Galore Abound As Air Races Get Into Their Stride

Brett, commanding officer of Selfridge field, and Major Gerald E. Brower.

## THRONGS WATCH FLORAL PARADE

Route Jammed To See Long Stretch Of Beauty.

Continued From First Page



OLLETT, MARY SULLIVAN DOOLITTLE

Petroleum Corporation. The girl helped select the prizes but Levin, division manager of the St. corporation, here paid for them. The young man with the hair

## Doolittle, Boxer In Youth, Still Is Fighter In Scientific Aviation Game

Machine Gun-Like Rhythm And Snap Mark His Speech And His Deeds.

Staccato. That best describes Major James H. ("Jimmie") Doolittle, who has written aviation history in the skies; it fits his whole personality, his speech even. Like a machine gun firing, rhythmic, snappy. No hesitation, no doubt, but staccato movements, staccato words, staccato thoughts.

He is short of stature—only five feet—instead of being sent over-

**NATIONAL  
AIR RACES**



**CLEVELAND  
AIRPORT  
AUG. 29 TO SEPT. 7**

Conducted by  
**NATIONAL AIR RACES**  
Hotel Cleveland, Executive Headquarters  
**CLEVELAND, OHIO**  
Telephone CHerry 0325  
Sanctioned by  
NATIONAL AERONAUTIC ASSOCIATION

**Gets Contract for  
Navy Mooring Mast**

The Wellman Engineering Co. of Cleveland yesterday was awarded a contract for constructing a mooring mast for the Navy Department at a cost of \$119,000, according to an Associated Press dispatch from Washington.

The mast is to be delivered at the Naval Air Station at Lakehurst, N. J., in about seven months for installation and tests. Later it is to be disassembled and shipped to Sunnyvale, Cal., for use at the dirigible base to be constructed there.

The mast is to be of a type that moves over standard railroad tracks. It will embody the experience gained through use of a similar mast recently delivered at Lakehurst as well as experimental features planned by the contractors.

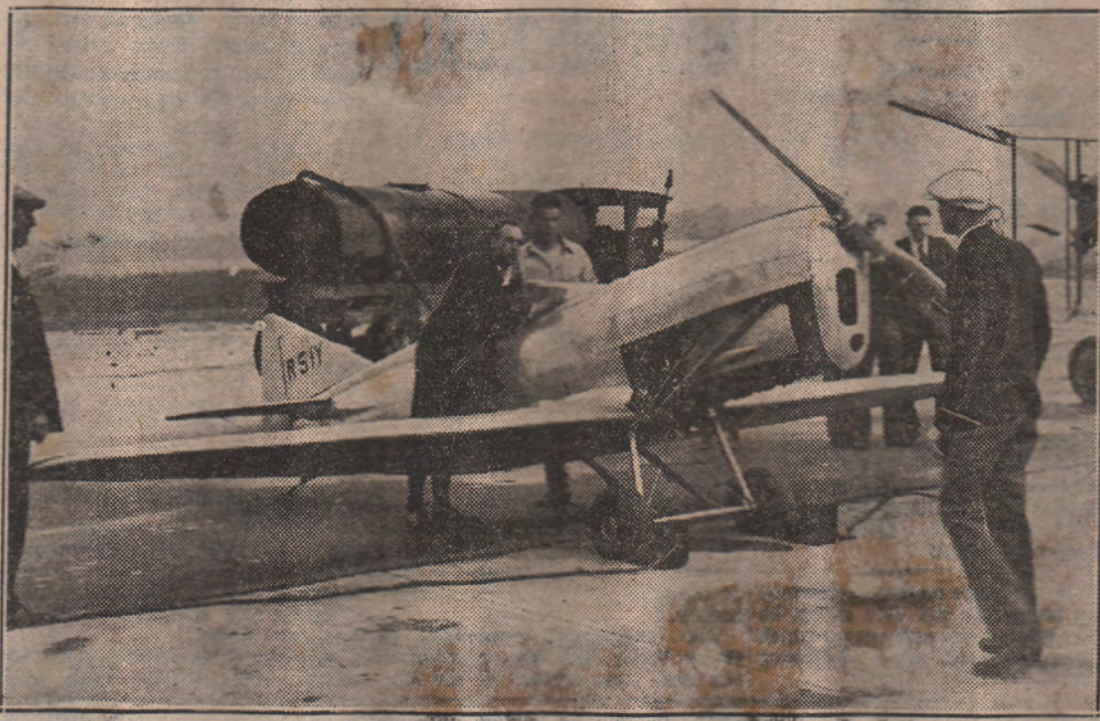
**286 PLANES LAND AT  
AIRPORT, SET RECORD**

Number Arriving Yesterday Was  
8-Year Mark

More airplanes flew into and left Cleveland Airport yesterday than on any other day since the flying field was opened eight years ago.

AND PRESS

**BRINGS MYSTERY SPEED PLANE HERE**



Pilot Ray Moore is shown here with one of the three Monasco mystery ships from San Francisco, which will participate in the speed classics at the National Air Races at Cleveland Airport over the week-end.



## SEND CRACK UNITS TO RACES

### 'FIGHTERS' AND BIG DIRIGIBLE AMONG VISITORS

#### Patrol Planes Will Be Seen In Inland Waters For First Time Ever.

The most extensive participation in its history in the National Air Races, which opened here yesterday, is assured by the United States navy.

Thirty-six fighting planes are to be flown by navy and marine pilots during the period of the races and the giant dirigible, the U. S. S. Akron, probably will be flown over the races some time during the 10-day program of events.

Lieut.-Commander Frank Wagner, navy liaison officer for the air races, said that progress on the Akron was so advanced as to indicate that the huge airship would be at the races.

#### Confers With Ingalls.

Lieut.-Commander Wagner recently conferred with David S. Ingalls, assistant secretary of the navy in charge of aeronautics, shaping final plans for the navy participation.

From the airplane carrier Langley, 12 pursuit planes of the famous "Striking Eagles" unit have flown to the races. A like number of marine corps fighters has flown in from Quantico, Va.

Outstanding this year at the races is a squadron of 12 giant patrol flying boats which came in from the Atlantic ocean over an inland water route. Thousands of spectators at the races will for the first time see these interesting planes in formation flights. The big twin-motored craft are to be moored on Cleveland's lake front.

#### Finds Route Here.

Lieut.-Commander K. McGinnis, senior commander of the patrol flight, made a pathfinding flight from Hampton Roads, Va., to Cleveland to find a suitable route for the patrol boats.

The patrol planes carry a crew of five—2 pilots, 2 mechanics and a radio operator.

Lieut.-Commander Wagner said there will be 104 officers and enlisted men at the races. To this number would be added the crew of approximately 50 men on board the Akron.

Lieut.-Commander J. E. Ostrander is in command of the "Striking Eagles," according to Commander Wagner, and Lieut. Emile Chourre is here from San Diego to do the radio and public address announcing for the navy maneuvers at the races.

### Rickenbacker Is Referee For Airplane Races

#### Ranking Ace In World War Leads Official Group.

## MARINES, ARMY, NAVY FROLIC IN AIR WHILE THRONGS FILL STANDS

#### Roll and Tumble and Chase Each Other in Carefree Warming Up, Then Close in Wartime Maneuvers to Thrill Grand Stands; Commercial Pilots Do Daredevil Stunts; Autogyros Show Peculiar Tricks of Hovering Motionless and Landing Vertically.

BY RALPH J. DONALDSON.

PRESS STAND, CLEVELAND AIRPORT, Aug. 29.—Under a canopy of white fleecy clouds and the bluest of blue skies, the world's greatest aviation spectacle is about to get under way.

Perhaps that sentence ought to be modified a bit. A first-class war undoubtedly would be more spectacular than the National Air Races—which are going to make Cleveland the air capital of the United States for the next five years—but it wouldn't be nearly so healthy for the spectators, who are beginning to fill up the half mile of grand stands which have been erected on the west side of the airport.

A procession of brilliantly colored automobiles has just driven up in front of the announcer's stand and the air show

\* is officially under way.

Out of one of the automobiles step Messrs. Boardman and Polando, the American flyers who recently flew to Turkey. While they are being presented a dozen navy planes are warming up on the north side of the Airport. They are single-seater Boeing fighters, and they're going to do their stuff in just a moment.

#### Planes Defy Wind.

The navy planes are in the air. They took off in formations toward the grand stand in the face of a strong southwest wind. The air is rather bumpy and the little ships can be seen to be bobbing about as they pass over the grand stand a few hundred feet in the air.

Lieut. Emil Schoree is describing over the broadcasting system the maneuvers being performed by the marine squadron. They are giving a beautiful demonstration of precise flying. There they go in a beautiful twelve-plane loop, twelve planes in close formation looping simultaneously at an altitude of about 3,000 feet. This is the first time the navy has done such a stunt in public and it takes precision with a capital P. One slip on the part of one pilot and good night to the whole formation.

Now we're getting a thrill that is a thrill.

It's the old three-way attack, three groups of four planes each diving from different directions on an imaginary target in front of the grand stand. The roar of powerful motors,

(Continued on Page 2, Column 1)

## MARINE AND NAVY PLANES SET IT OFF

#### Plunge and Roll and Tumble Over Thousands at Airport.

(Continued From First Page)

the screaming of struts. It doesn't take much imagination to add the clackety-clack of machine guns to it. No chance for anyone to escape if that aggregation of fighting machines meant business.

#### Now for Marines.

The navy planes have landed. While the pilots are being presented at the microphone by their leader, Lieutenant Commander J. E. Ostrander, jr., nine marine planes are warming up. A passenger plane just took off for Pittsburgh and Washington from the far side of the Airport, which is reserved for commercial activity.

The announcer informs the spectators that there are 54 scheduled arrivals and departures of passenger planes from the Cleveland Airport every day.

The marines are in the air. Fifteen hundred feet over the grand stand they are playing follow the leader. It must be a swell game. One moment they are in a tight circle, the

next they are strung out in a straight line and now comes a series of loops and climbing turns with half rolls at the top. It doesn't seem possible that they can fly around in such an apparently careless fashion and not have collisions; but collisions in the air are considered bad form, it seems, especially in military circles.

The marines finally got tired of chasing each other around and they got together in close formation again. They're approaching the grand stand, there they go, up and over, nine planes in perfect formation looping again, and still again once more for good luck.

## These Issue Naval Orders

GOB FLYERS FOLLOW CHIEFS



Lieut. Commander KNEFFLER, MCGINNIS



Comm. J. E. OSTRANDER, U.S.N.



LIEUT. G. H. SANDERSON

WHEN the naval planes take the air at the air races, these three men give the orders.

Lieut. Comm. Kneffler McGinnis, U. S. N., commands the 12 giant twin-motored flying patrol boats attached to the U. S. S. Wright.

In the center is Commander J. E. Ostrander Jr., U. S. N., who leads the 12 naval planes known as the "Striking Eagles."

The bottom picture shows the boss of the 12 single-seater fighters of the marine corps. He is Lieutenant L. H. Danderson.



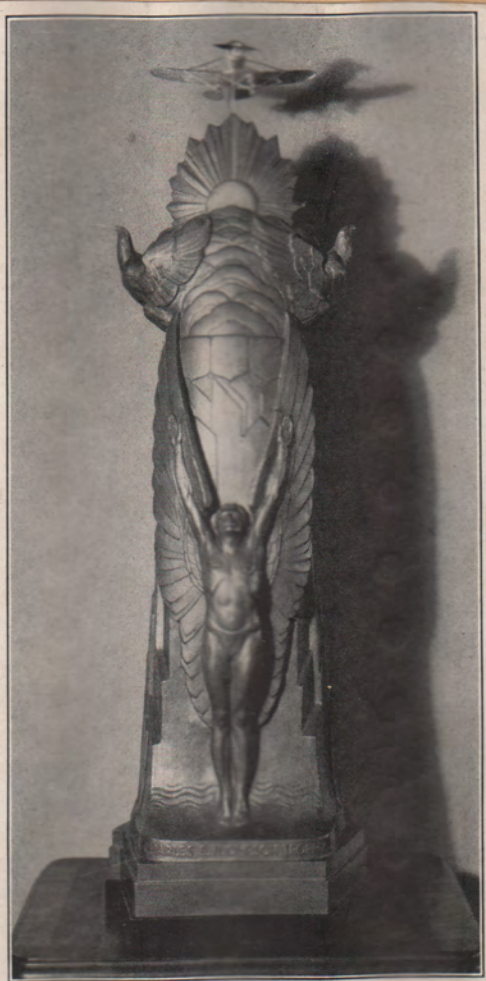
# NATIONAL AIR RACES



AUGUST 29 to SEPTEMBER 7, 1931

Cable Address  
"NATAIRACE"

Executive Offices  
HOTEL CLEVELAND  
CLEVELAND



The Thompson Trophy

# ROAR OF PLANES

## USHERS IN

## TEN-DAY AIR

## CLASSIC TODAY



CLEVELAND TURNS  
SKYWARD AS 'ACES'  
OF WORLD ARRIVE



Left—David S. Ingalls,  
assistant secretary of the navy for aeronautics.



4 Air-minded laymen occupied box  
seats and entertained visiting  
flyers.

### Air Races Comp

Debutantes, Young Matrons  
Flock to Airport to Welcome  
Flyers of the Army and Navy



V F - 3

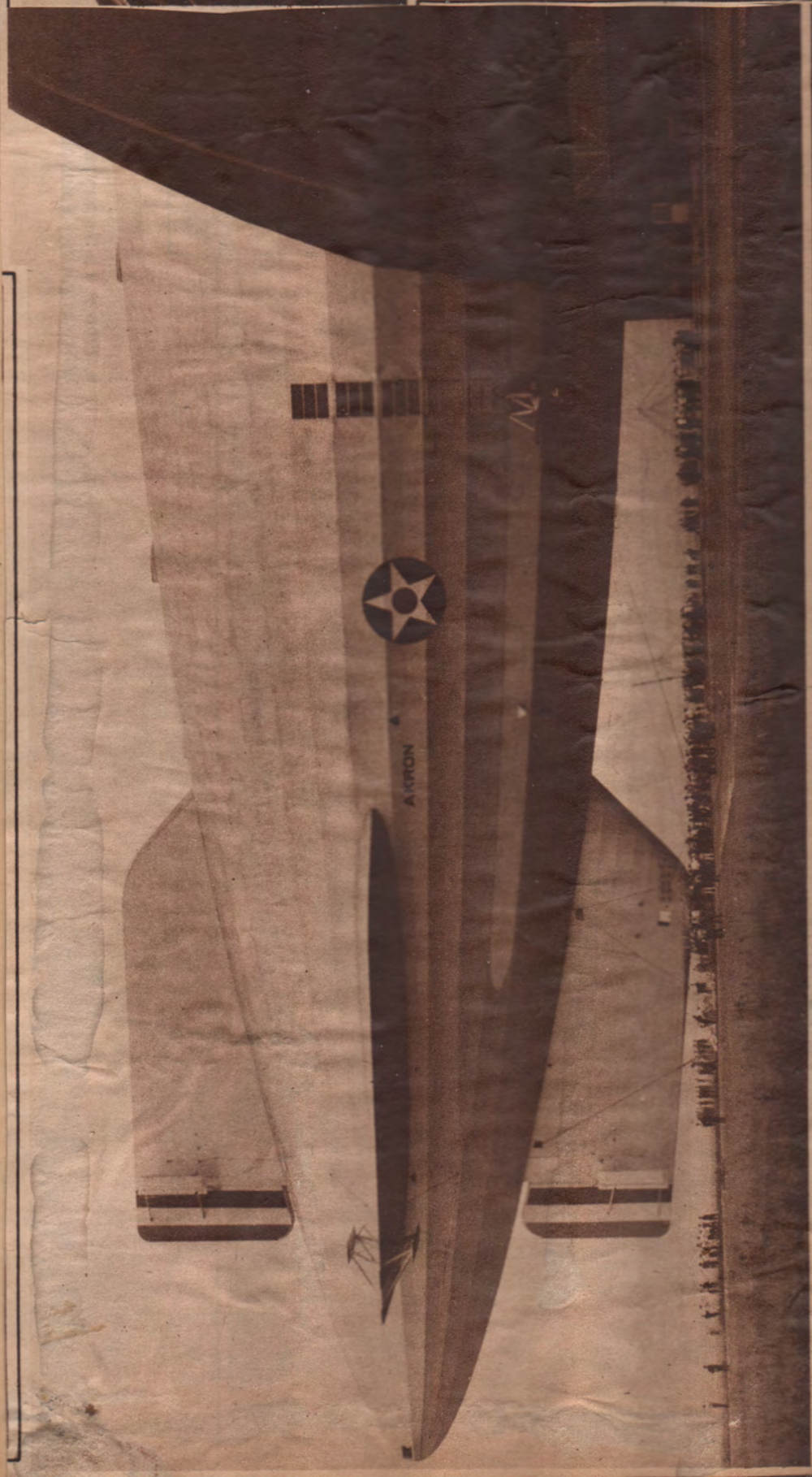


THE "AKRON" as it was walked out of the hangar nose first.--A trifle more than half of the ship was taken outdoors when it was moved forward. The "walk" was part of the ground crew's training.

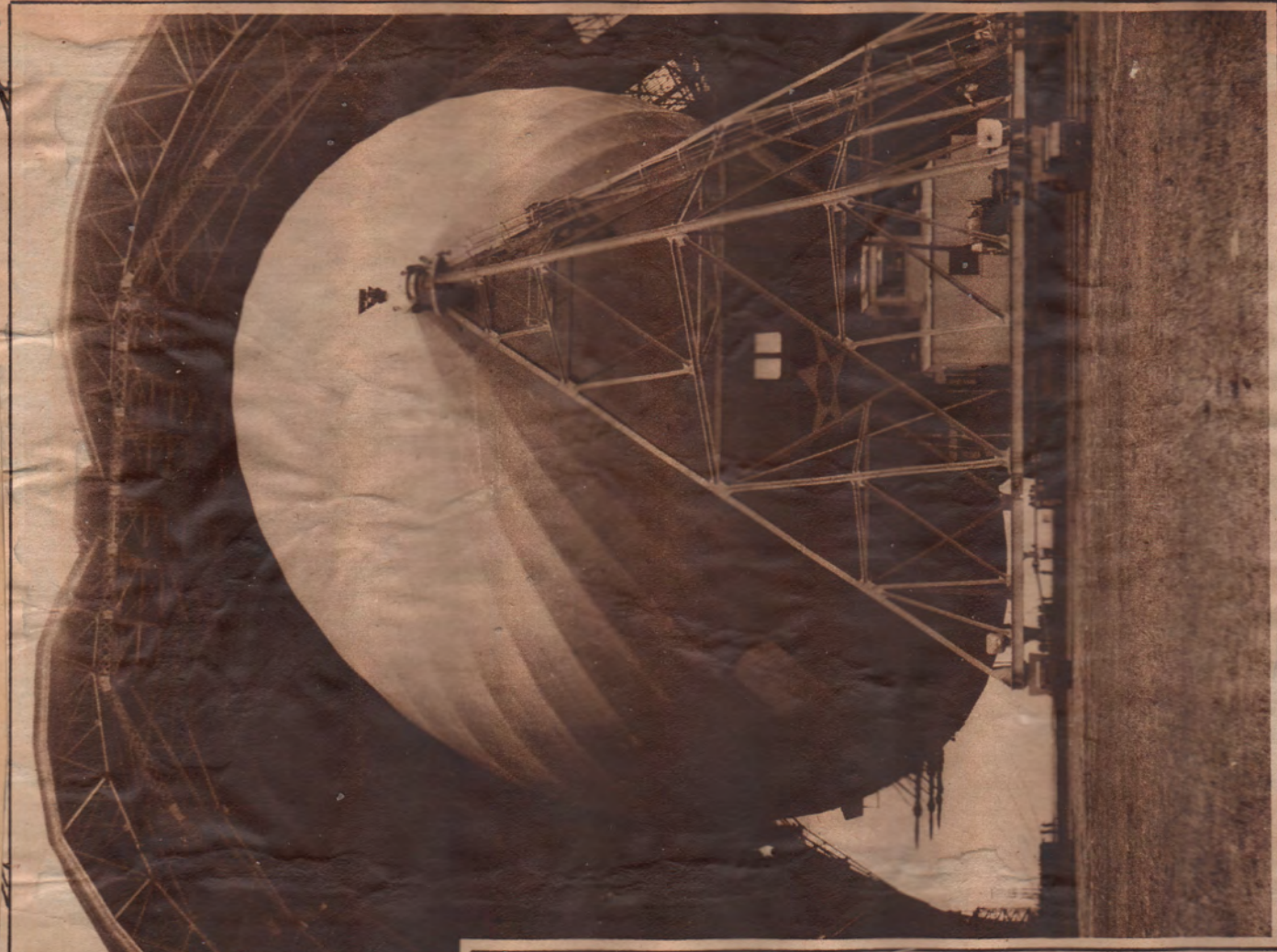


ARMY





NAVY



A VIEW OF THE MIGHTY dirigible as it was emerging nose first from the hangar. The nose was lashed to a mobile tripod mooring mast supported by caterpillar trucks.—The men atop the electrically operated mast telephoned instructions to the ground crew.



THE "AKRON" as it appeared from a Goodyear blimp flying past one of the giant doors of the hangar. At the time, the great dirigible was being moved through the opposite door. The picture suggests the immense size of the hangar in which the dirigible was made.

## HER WINNING WAYS!

Phoebe Omlie, Derby Queen, Gets \$1250 for One Day's Flight, "Not Bad," Says Hubby

## PILOTS STAND BEHIND DERBY

Gladys O'Donnell Loses Battle to Ban Handicap Races.

By Howard Beaufait.

By an enthusiastic vote of 21 to 5, pilots of the transcontinental derby stood on record today in favor of a continuance of cross-country handicap racing, defeating the protest of Gladys O'Donnell, the Long Branch, Cal., flyer, who was disqualified at St. Louis in this year's sweepstakes.

Miss O'Donnell and her supporters were in the minority at a heated meeting of the pilots at the Winton hotel which last night threatened several times to get out of the control of the chairman, Florence Barnes, of San Marino, Cal.

Two women and two men voiced their dissatisfaction with a handicap derby, "especially the way this last one was run," by adding their vote to that of Miss O'Donnell.

Tuesday, September 1, 1931.

## New Heights



3—David S. Ingalls of Cleveland, assistant secretary of the navy for aeronautics, has a grin for Casey Jones (right), who has flown so long everybody has lost track of his hours in the air.

THE CLEVELAND

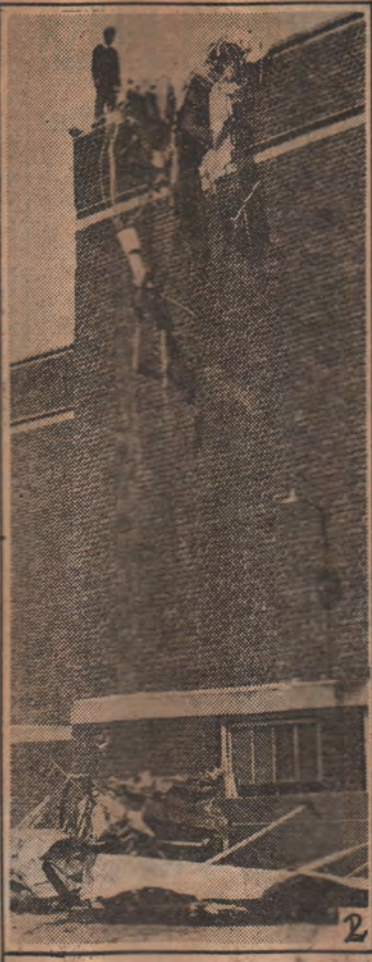
## ITZER I

Pilot Willie



WELL, well, look who's back. None other than Willie Stribling, the unsuccessful heavy-weight challenger. Only this time, Willie returns as a pilot and not as a fighter. He will participate in the National Air Races here next week.

# Smashed After Daring Leathernecks "Bail Out"



**PLANE CRASH.** While flying at National Air Races yesterday, planes piloted by Lieuts. W. O. Brice and L. H. Sanderson collided. The pilots saved themselves by leaping with parachutes. No. 1—Wreckage of Lieut. W. O. Brice's plane which struck a school building. No. 2—Picture shows part of Lieut. Brice's plane hanging on roof of school building, and part on ground below. No. 3—Wreckage of Lieut. Sanderson's plane, which landed in field.



## Marines Grin After They "Enjoy" 1,500-Foot Drop

BY ROELIF LOVELAND.

**CLEVELAND AIRPORT, Aug. 30.**—The Marine Corps planes had taken off, with a roar like the ocean, but differing slightly in that it was a continuous roar. They were fighting planes—pursuit planes—and they call them Curtiss Hawks. Some of us have an especial interest in the Marine Corps, having been apprenticed thereto in our youth.

Lieut. Emil Chauree of the Navy was announcing at the loud speaker. He gave the Marines a good break, too. I don't know what he would have done if somebody had sung the old song:

Then thousand gobs laid down their swabs  
To lick one sick Marine.

Probably he wouldn't have paid any attention. He's an officer, and a gentleman. He said:

"Now, ladies and gentlemen, the next maneuver will be a formal passing in review, in a V of V's."

And, looking up, the Marines were passing in review, spaced as nicely as nine silk hats set out on a counter.

"If Lieut. Sanderson keeps his promise," the announcer went on,

"he'll give us a thrill this afternoon. No, this isn't the maneuver I meant. He may do that later today. This is a column of lines, very difficult, because of the planes in the center. Now they're going into individual cage loops,—and they're rolling out of the top of the loop."

Some Flying!

The Marine Corps planes were rolling, twisting and rolling. They were roaring, too. You could hear their throaty voices. Finally they started chasing each other around in a circle, 1,600 feet above the ground. The circle was large, it grew larger. Oh, by, they were devil-may-care lads, those chaps who wore the globe and anchor.

One squinted at the sky and thrilled and tapped the floor . . . Ten thousand gobs . . .

They had wobbled some, a few of them, when they got into the slip streams of their fellows.

"Only three of them are old flyers," Lieut. Chauree had announced earlier. "The rest are kids."

Well, for kids they were doing pretty sweet flying.

They grew tired, apparently, of  
(Continued on Page 4, Column 5)

## MARINES' SHOW IS JOUST WITH DEATH

Two Veteran Pilots Enjoy 1,600-Foot Drop as Planes Fall.

(Continued From First Page)

their snake dance in the sky, and they were coming out of it. And it was then that something happened. Something started falling.

"It's a tail—somebody's tail," an aviator said.

"You are now witnessing," Lieut. Chauree said, "something which may be very serious."

Just like that—with no more emotion.

And then one of the fighting planes started to fall. Down, down it came, helpless. A hawk with a broken wing. Eyes were strained. Eyes were staring.

Two Collide.

Ten thousand gobs can't help that poor devil, one thought.

Then there was a wisp of white in the sky, which grew larger. In half a second it was a billowing cloud, and at the bottom of the cloud was a small black speck. Somebody had bailed out. Good Old Leatherneck. Good boy. Hot damn. It takes more than a crumpled wing. The crowd in the grand stand cheered.

And then one saw another plane shooting down, and one saw another white speck—and that meant that another marine was probably safe.

The first plane was headed toward the ground, going like 10,000 devils. Then suddenly a great cloud of dust shot up—and we couldn't see it any more. And a moment later another cloud shot up.

The parachutes drifted down, floating slowly. Finally they, too, disappeared. A fire engine started across the field. Two ambulances followed.

But the rest of the boys in the air kept up their stuff. Although two of the nine planes which had started out were lying crumpled on the ground, the remaining seven were doing their stuff.

Rear Admiral William A. Moffet, naval air chief, sitting in the stands, and conspicuous for his gold braid, calmly noted the accident. He didn't get up. He watched the rest of the marines carrying on. The marine corps, really a branch of the navy, had lost two of its planes—and no one knew yet what had happened to two of its pilots. But admirals, it seems, are calm.

Newspaper men and photographers were up, trying to dash across the

field. Most of them were turned back. Lieut. Chauree was saying: "Please keep your seats. Everybody keep his seat, please."

Then he left the microphone and raced up the steps to the box in which sat Admiral Moffet. He saluted smartly and Admiral Moffet rose. They conferred for a moment.

The next ten minutes were tough, and then—

A car came streaking across the field—

A car carrying two aviators, one with a bruised face—

Lieut. William O. Brice, U. S. M. C. The O. stands for Oscar, which is what they call him—they used to call him "Skinny" before, as he says, he "got so fat," and Lieut. L. H. Sanderson, U. S. M. C.

A few minutes before they had been at the bottom of the two parachutes we had seen.

Sanderson, six-footer, with a tanned, leathery looking face and a nice smile, got up and said: "How are you, folks? I'm certainly glad to be down here O. K. I hope you liked our show."

Brice, shorter and inclined toward freckles, said: "I just want to tell you that I, too, am glad to be down here."

Admiral Moffet had arrived from his box.

"Congratulations," he said, with a trace of a smile about his lips, and he shook hands with both of the marines.

Then the two went into a huddle with questioners.

"Sandy," said Brice, "came up under me while I was making a climbing left turn. The shock threw me against the instrument board. That's how I got this bruised face. How'd I get out? I don't know. I just bailed out. I didn't count one, two, three. How'd I know that I had to jump? Did I look? I didn't have to look. I knew I didn't have any tail."

Admiral Is Proud.

To Admiral Moffet Brice, who has been flying in the Marine Corps for ten and a half years, said pleasantly: "It's really a good ride coming down in a 'chute."

The admiral looked with what appeared to be some pride at both of his subordinates. They were flying at the proper height, and this pleased him because it was following regulations. That is very important in the various branches of the service. If they hadn't been they probably would have been unable to bail out, and heaven knows where their planes would have landed.

Brice was carrying a triangular piece of metal in his right hand. A length of cord was attached to the triangle.

"What's that?" he was asked (not by the admiral).

"Rip cord," said Brice with some surprise. "I held on to it. You got to. The quartermaster charges you 75 cents if you don't bring 'em back."

From the halls of Montezuma to the shores of Tripoli quartermasters are all the same.

Sanderson—they call him "Sandy" and he has been flying in the Marine Corps for fourteen years—was carrying around a pair of shattered goggles. They were a spare pair, and he went back to his ship and got them after the crash. He also got his overseas cap and his maps. You gotta admit that these Leathernecks are economical chaps. And you also must admit that Sanderson kept his word.



# PLANES COLLIDE,

USMC

CLEVELAND, MONDAY MORNING, AUGUST 31, 1931

## PILOTS 'CHUTE DOWN



No. 1—Henry Wacker (center), first to save his life by a parachute jump, welcomes the two newest members of the Caterpillar Club, Lieut. L. H. M. (Sandy) Sanderson (left) and Lieut. W. O. Brice (right), marine pilots who had to jump yesterday.

biles. There wouldn't be a chance for anyone to escape who was in the path of one of those descending comets. Ambulances, fire trucks and automobiles loaded with photographers dash across the field.

**Pilots Speak to Crowd.**  
Ten minutes after the crash Lieuts. Sanderson and Brice were brought

to the microphones in front of the grandstand. Then it was learned that nobody was injured. In the meantime three of the other marine planes had continued their program of stunts just as if nothing had happened and the autogyro demonstration, which was next on the program, began on schedule.

Sanderson said that during the snake dance he saw a plane on his left and tried to avoid it by turning to the right, but his speed was too great and the other plane tore off his left wing.

"I realized then that I might have avoided it by diving," he said, "but, of course, it was too late.

His plane started to fall sideways. Sanderson loosened his belt and was practically blown out of the plane, but he kept falling with it, and then he discovered that the tail of his parachute had caught in his tail skid. Dangling there in the air, rushing nearer to death every second, he tugged and pulled and finally tore himself loose when he was only 400 feet from the ground. His plane crashed into a field on Wilson Road, only about 200 feet from Rocky River Drive.

### Field Just Cleared.

The field had just been cleared of spectators a few minutes before by Marshal John Howsfield on orders from Mayor Charles Mares of Brookpark Village.

Sanderson landed about 45 feet from his plane. He saw Brice's plane crash and saw that Brice also was coming down safely. Then he went over to the wreckage of his own plane and got out his maps, a pair of spare goggles which had been shattered in the crash and his service cap.

Brice said that Sanderson's plane hit him from underneath and cut off the fuselage behind the cockpit. He felt a severe jolt, his head bumped against the cowling and he was dazed, so that he fell about 500 feet before he was able to collect his senses and jump. He said he didn't have any recollection of unfastening his belt and didn't stop to count one, two, three before he pulled the rip cord of his chute.

His plane fell on the edge of the roof of the Brookpark school house at Rocky River Drive and Five Points Road. Brice landed near by.

It was the first forced jump for both Sanderson and Brice. Thus they became the newest members of the rapidly growing Caterpillar Club, an organization of flyers whose lives have been saved by parachutes.

### Admiral Congratulates Them.

When Brice and Sanderson reached the announcer's platform in front of the grandstand they were met by the first member of the Caterpillar Club, Henry Wacker of Akron, manager of the aeronautical sales division of the B. F. Goodrich Co. Wacker was in the blimp which crashed through the roof of a Chicago bank on July 21, 1919, killing three in the ship and eleven in the bank. Wacker was one of two members of the crew who were saved by parachutes.

Rear Admiral William A. Moffett left his box to shake hands with Sanderson and Brice, congratulate them on their escape and tell them how glad he was that they were not over the grand stand when it happened.

"It was really a nice ride down," Sanderson told Admiral Moffett.

Asked to say a few words to the crowd, Sanderson stepped up to the mike and remarked: "Hope you liked our show. I'm sure glad to be down here."

"And I'm glad to be here, too," said Brice.

They're not much at making long-winded speeches, these Marine lads, but they meant every word they said.

### Collide in Snake Dance.

The Marine pilots whose planes collided were Lieuts. L. H. Sanderson and W. O. Brice. Sanderson was leading a flight of nine planes in an exhibition which opened the afternoon program. Brice was second in command.

The marines had looped in formation and gone through other intricate maneuvers when they started what they call a snake dance. This is sort of a follow-the-leader game. The leader twists and turns, dives, climbs and loops, and the others, strung out behind him, copy everything he does. The snake dance gives the impression to spectators on the ground that all the pilots have suddenly gone crazy.

The collision took place when the planes were at an altitude of about 1,500 feet over Rocky River Drive, which runs along the east side of the airport. Suddenly a wing became detached from one plane, which fluttered helplessly down.

Everything happened in a few seconds, but it seemed like hours. The crowd was silent with horror. The announcer, Lieut. Emil Chauree, said, "You are now witnessing something which may prove to be quite serious," just as if the collision were part of the regular program.

The crippled plane starts diving to the ground. No sign of the pilot yet.

### (Continued From First Page)

He might have been stunned by the collision. If he doesn't bail out soon it will be too late. Suddenly there is a streak of white in the sky. The parachute opens and the pilot is safe. The plane dives straight into the ground somewhere behind the row of hangars on the other side of the field.

All this is happening, of course, more quickly than it can be told or read about. You reason that if one plane was injured in the air so badly that a wing came off another plane must be crippled, too. But where is it? You glance at the other ships, which have quit the snake dance and are circling around. There is the other plane, diving straight for the ground, and just as your eyes pick it up there is another streak of white and you know that the second pilot is safe.

An audible sigh of relief goes through the crowd. But there is still apprehension. The planes might have crashed into Rocky River Drive, which is thick with automo-

## RACE FANS HORRIFIED AS MARINE FIGHTERS CRASH 1,500 FEET UP

Commander's Wing Torn Off by Subordinate's Craft While Marine Squadron of Nine Is Doing Hazardous Snake Dance; Both Land Unhurt; Machines Are Wrecked; Foreign Flyers Also Thrill Spectators by Dangerous Stunting.

BY RALPH DONALDSON.

Two fighting planes of the marine corps collided over the Cleveland Airport shortly after the start of the second day's program of the National Air Races yesterday afternoon.

The collision took place in full view of thousands of spectators, who saw the two planes flutter helplessly out of their formation, then dive earthward as the pilots took to their 'chutes and floated safely to the ground.

This unscheduled thrill, which was broadcast over radio networks as it was taking place, sent thousands of motorists from northeastern Ohio speeding to the airport, with the result that the grand stand crowd was estimated at 30,000, while perhaps an equal number jammed the roads and parking spaces in the vicinity of the airport.

# MARINE WHO CHEATED DEATH HAS TO "PAYUP"

Forgot to Save 'Chute Ring, So Companion "Red Devils" Dine Well Today

By NORMAN SIEGEL  
**"RED DEVIL" SANDERSON** treated the 12 U. S. Marine flyers here for the air races to the finest meal in Cleveland today. All because he forgot to save the "ring" on a parachute that safely brought him to earth yesterday after his Curtiss Sea Hawk had been put out of control during the Marine maneuvers at the airport.

It's an old air service custom, the Marine flyers tell you, to save the ring of your 'chute when making a jump. If you don't, it's a meal for everyone in the outfit.

Lieut. Lawson A. Sanderson, leader and commander of the famous "Rojos Diahlos" (Red Devils) fighting squadron of the Marines, had too many other things to think about when making his first jump yesterday, after crashing into the plane of Lieut. W. Oscar Brice, leader of the second section.

He had to think, for instance, when his 'chute caught on the plane and dragged 500 feet thru space before he untangled it.

Lieut. Sanderson has been flying 13 years and is considered the most expert acrobatic pilot in the Marine Corps. On his breast is a distinguished flying cross which was awarded him for daring flying while fighting Sandino's bandits in Nicaragua.

During a skirmish with bandits in the jungle mountains in the interior of Nicaragua, one of his companions was shot down. Lieut. Sanderson flew back to his base, got a pair of

spare wings, tied them to the body of his plane and flew back to the damaged ship.

In 1921 he made a 4500-mile flight from Washington, D. C., to Santo Domingo and back in a De Havilland land plane, one of the longest flights on record up to that time. He was quarterback on the famous West Coast Marine football team in 1917.

Lieut. Brice was wondering whether his life was worth \$150 to the government after he landed.

"You see my 'chute cost the government about \$300," he said. "Three years ago it saved the life of Lieut. Louis M. Bowin of the marines. Today it pulled me thru, making it a \$150 shot."

Lieut. Brice hails from Winesboro, S. C. He was stationed with the marine flying unit in China during an uprising in 1927.

Both Lieutenants Sanderson and Brice are now stationed on the navy airplane carrier U. S. S. Langley.

Monday, August 31, 1931

## MARINES CARRY ON AFTER TWO LEAP FOR LIVES

### Ships Crash in Mid-Air, Crowd Galvanized as Pilots Fall.

By Clyde A. Farnsworth.

And the Marines carried on— Today and throughout the course of the 1931 National Air Races, Lieutenants L. H. Sanderson and W. O. Brice, whose thrilling mid-air crash brought them sudden membership in the Caterpillar club yesterday, will perform.

The U. S. Marines are like that. That crash yesterday, 1500 feet above the eastern boundary of the airport—a spectacle that brought the race crowd to its feet with a lump in its throat—showed that Marines carry on.

Even as the wreckage of the two officers' fighting biplanes hurtled earthward and the two pilots floated down under the silken, billowing parachutes, the other planes in the broken formation closed ranks and finished their show.

#### Go Up Again for Stunts.

Then last night the two officers went aloft again in two ships equipped for night maneuvers—the best way to shake a jinx is to make a quick comeback.

There was to have been four ships in the group that took part in last night's flying. But two of them were twisted wreckage last night—the two which collided in mid-air. Lieutenants Sanderson and Brice took the remaining pair up and executed a series of stunts, including three loops side by side, and then played follow the leader through snap rolls and barrel rolls. Today they were to take to the air again.

#### Crash During Maneuvers.

The mid-air crash came in the Marine tactical maneuvers with which yesterday's program was opened. Nine fighting ships from the Quantico Marine base roared aloft, led by Lieutenant Sanderson, commanding officer of Squadron 9 of the Marine corps.

# SPEED IS KING AT AIR RACES TODAY; PLANES CRASH IN SKY

Dashes and More Maneuvers Are Scheduled; Marines Collide, Are Saved by Parachutes

The mid-air crash occurred as

the nine flyers were "peeling out" of the corkscrew squirrel-cage formation. Sanderson's plane knocked the tail of Brice's ship. Brice was dazed momentarily after the jolt caused him to strike his head against the cowling of his ship.

For a moment the 25,000 spectators thought Sanderson was still in his crippled ship as it fell. A puff of white canvas was seen as Brice bailed out by instinct and pulled his rip cord.

#### 'Chute Snags Plane

Spectators saw Sanderson finally leap. He had been trying to right his wounded plane, but a wing crumbled. Then the commander's parachute caught in the tail of his plane.

The stands applauded with relief as Sanderson jerked loose and floated free from his craft. Brice's machine crashed into Brook Park School on Rocky River drive, and Sanderson's in a nearby field. The collision occurred almost directly over the National Guard hangar.

"Well, boys, I saved it," Brice said as he walked back to marine headquarters, proudly waving the rip cord in his hand. "I was knocked out for a second or two. I must have jumped by instinct when the crash came."

Both agreed that Sanderson, who hails from Shelton, Wash., while making a climbing left turn, attempted to tighten up the circle and caught the tail of his plane in the tail of Brice's, whose home town is Winesboro, S. C.

It was their first jump, so they were automatically initiated into the mythical "Caterpillar Club," composed of flyers who have saved their lives with a parachute. They were taken to the speakers' stand and introduced to Henry Wacker of Akron, first member of the "club," who jumped at Chicago in 1919.

#### First Time for Maneuvers

The accident marked the first time in history the triple squirrel cage formation, which resembles a corkscrew or snake dance, had been executed publicly. The first time was Saturday.

When the flyers reached the ground safely, Lieut. Dave Cloud led three of the marine planes thru the remainder of their program. And when time came for the night show, Sanderson and Brice demonstrated how the marines carry on in the face of disaster, and proved their nerves were unshaken by the ordeal.

Through their exciting routine of squirrel cage loops, formation flying, dives and zooms, the Marine hawks soared while the crowd craned. Then into a wide Lufberry circle 1500 feet over the stands the planes roared.

The circle was broken as Lieutenant Sanderson led off into a series of helical loops toward the east. It was in one of these that the collision came. The crowd rose as one person and gasped as it saw the tail of one ship sheared off and pitched downward.

The remains of one ship landed on the Berea High school building, the other, Lieutenant Sanderson's, in a nearby field.

But let the two men tell the story. "Sandy's ship was leading the formation," Lieutenant Brice said, "and I was fourth."

"I was just at the start of a loop, just going up, and watching the ship ahead of me. Out of the corner of my right eye I saw Sandy, coming down fast, and probably only 15 feet away."

#### Feared Propeller.

"Well, there was a fraction of a second, and in that time I knew Sandy was going to hit me. I was wondering if his prop would chew me up, too. I tried hard to get out of his way; lots of soup, you know."

"There was a terrific noise, Sandy's right wing and center section hit my tail and sheared it off. I remember I was thrown violently forward. This knob on my head is where I hit the edge of the cockpit."

"I think I went out for a second, or maybe two seconds. The boys said I probably fell 500 feet before I left the ship."

#### Revived on Parachute.

"The first sensation I remember was when I saw the pilot chute opening above me. Then there was a terrific jar as the big chute opened."

Sanderson's 'Chute Snagged. As Lieutenant Sanderson recalled the crash, it was his left wing which struck the tail of Lieutenant Brice's ship.

"After the crash we flew in formation," he said, "the ship, the parachute and I. The shroud lines were entangled in the tail and we came down 400 feet before I finally wrenched the shroud lines loose. I landed about 25 feet from the plane."

It was the first jump for each flyer—that is, the first jump of necessity.

When the flyers first saw each other after the crash Lieutenant Brice reached the Marine headquarters at the north end of the airport. He was sitting on the porch as Lieutenant Sanderson arrived in an automobile.

"All right?" asked Sanderson. "Okay," said Brice.



USMC

SOVIET

# Airplane Carrier Passes Through Golden Gate

Monday, September 2, 1931.

## NAVY BOMBERS WILL TRY LUCK

Flyers to Test Marksmanship on Veteran Cruiser Pittsburgh.

WASHINGTON, Sept. 2.—(By A. P.)—The navy had many a quiet laugh at the expense of army flyers who tried unsuccessfully to sink the old freighter Mount Shasta off the Virginia capes.

So, the army learned with considerable satisfaction today that the navy's aviators are to try their skill at a similar operation.

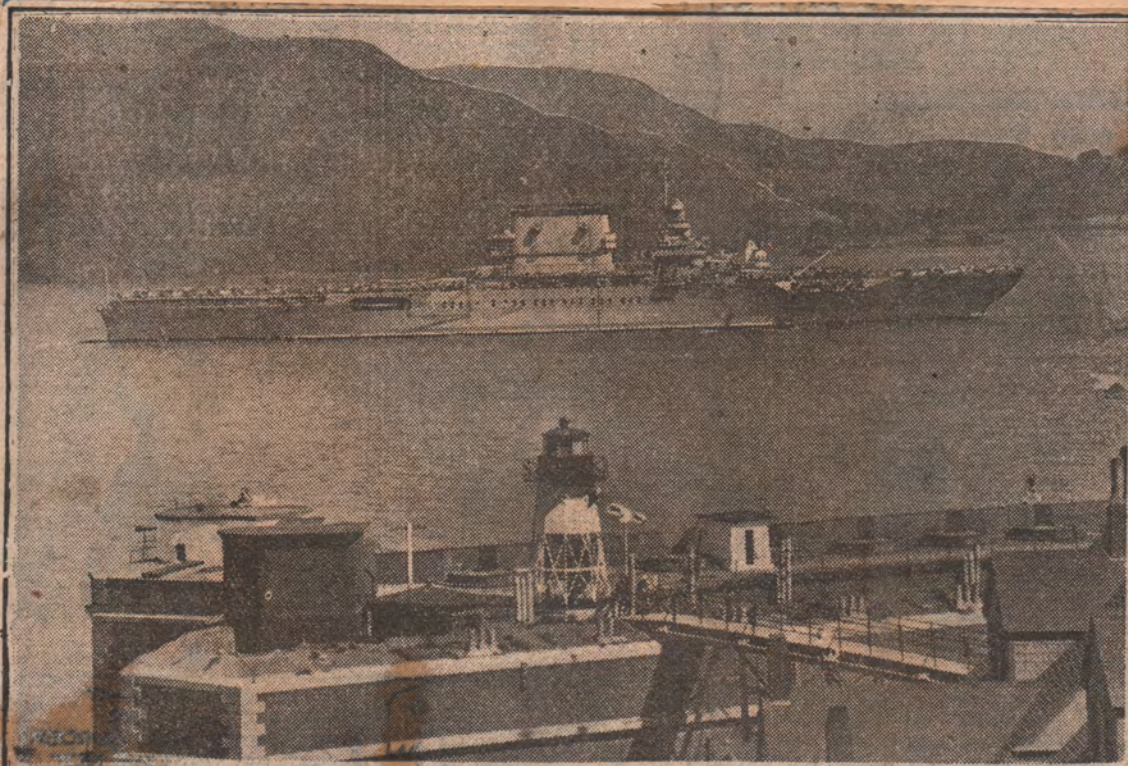
The veteran cruiser Pittsburgh, now at the end of its career, is to be anchored in Chesapeake bay late this month. Naval aviators will attack it with non-explosive bombs.

In making this announcement, the navy said no test of accuracy of hitting would be involved, that the maneuvers were intended only to test the deck penetrating efficiency of certain types of bombs.

However, army aviators winked and there were some sly comments to the effect that the naval flyers would have to hit the Pittsburgh before the deck penetration data could be obtained.

Army flyers from Langley field set out to bomb the Mount Shasta on Aug. 10, but were unable to find the ship, which was anchored some 60 miles off the Virginia capes.

They renewed the search several days later, after the navy had ironically offered to help them find the vessel. They located her this time, unassisted, however, and bombarded her for an hour with explosive bombs. The result was two direct hits and a slight list. The old ship was sunk a few hours later by a direct fire from a coast guard cutter.



PASSES THROUGH GOLDEN GATE. Photo shows the United States airplane carrier Lexington as she passed through the Golden Gate which will be bridged by the proposed Golden Gate Bridge which will extend from Fort Point in the foreground to Lime Point which may be seen just in front of the forward gun turrets of the Lexington.



## AKRON'S FLIGHT DELAYED AGAIN

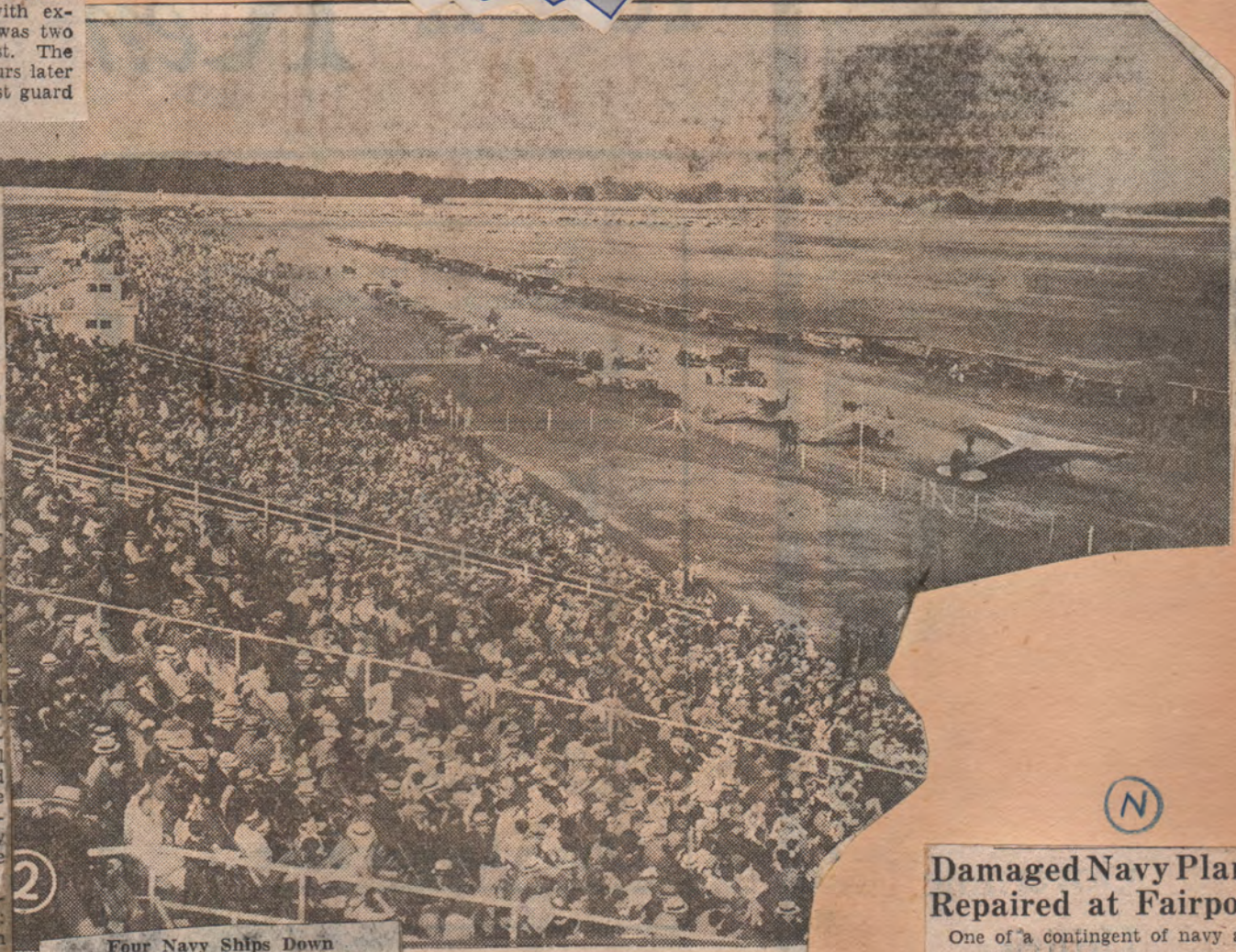
Dirigible Unable to Come Here During Air Races.

AKRON, O., Sept. 2.—(By A. P.)—Possibility that the navy's giant new dirigible, Akron, might fly over Cleveland airport during the National Air Races had dissipated today when the builders indicated that dock tests preliminary to the trial flight will not be completed until sometime next week. The races end next Monday.

Until today it had been expected the dirigible would make her maiden jaunt either Saturday or Monday. The statement left the trial flight date in question, but carried the intimation that it might be delayed several days beyond completion of dock tests. This may mean that it will go over into the second week of September.

The Goodyear-Zeppelin Corporation, builders, in the statement said: "We hope to complete the program of dock tests during the coming week. With that completed, the ship will be submitted to the navy for final inspection. She will be ready for flight tests when the final inspection is completed and corrections and adjustments made as required by the navy. The amount of this work cannot be foreseen, but a few days' time must be allowed for contingencies developed by final inspection."

Tests of major controls are under way this week. Because of the vital nature of the intricate wheel and cable steering arrangement involved, tests cannot be hurried, the corporation pointed out.



### Four Navy Ships Down

Four of the 12 navy patrol boats that were to fly to the races from Norfolk, Va., were down between Buffalo and Cleveland. The other eight swung at the ends of anchor lines at Edgewater Beach.

Three of the four missing planes will fly in as soon as weather clears. Lieut. H. R. Bowles may be out of the fight. He ran aground 20 miles east of Cleveland. The bottom of his boat was to be inspected today and if damaged the plane will be shipped to Norfolk.

Lieut. O. Pederson developed engine trouble and landed 40 miles east of Cleveland. His ship was being repaired. Lieut. E. D. Guinn landed to help Pederson. Lieut. De Long Mills put back to Buffalo because of the bad weather.

### Akron May Be Visitor

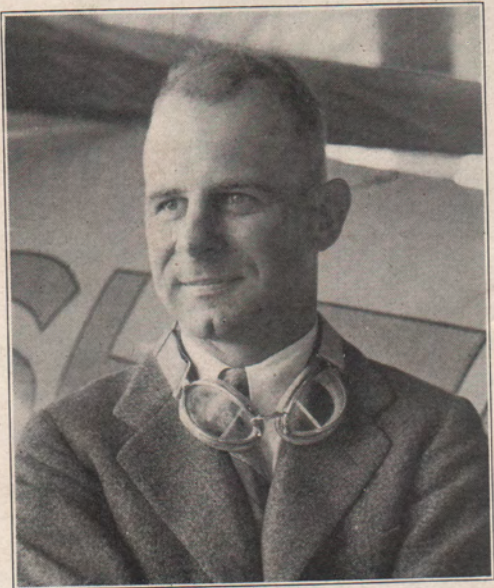
The boats, twin-motored craft under Lieutenant Commander Knelfler K. McGinnis and Lieut. George Compo, are attached to the U. S. S. Wright and came here as part of the navy's contribution to the races.

It was announced definitely by the Goodyear Zeppelin Corporation of Akron, builders of the dirigible Akron, that the new navy ship would not attend the races. It had been hoped that it would come here for at least one day.

### Damaged Navy Plane Repaired at Fairport

One of a contingent of navy amphibion planes coming to the National Air Races from Norfolk, Va., was at Fairport harbor today after being damaged by a storm.

While the craft was moored to the west sea wall and the crew of five was in the coast guard station preparing to refuel the ship, a sudden squall blew it across the harbor against the east sea wall, where a wing tip and pontoon were damaged. The crew planned to make repairs today.



MAJOR JAMES H. DOOLITTLE

Former Army ace and one of America's premier flyers, Cleveland Speed Foundation's entry in Bendix Trophy and Thompson Trophy Race.

NATIONAL AIR RACES



FRANK M. HAWKS

One of America's premier speed pilots and holder of many international speed records.

PA



# FALLS IN LAKE

## AS PLANE CRASHES

### PILOT SWIMS ASHORE AS PLANE CRACKS UP

'CHUTES INTO  
LAKE, PLANE  
RIPS STREET

#### ARMY FLYER LEAVES 'CHUTE, SWIMS ASHORE

Gov. White Arrives at Air-  
port to See U. S.  
Pilots in Action

By JULIAN GRIFFIN

Bailing out at an altitude of 1500 feet when "something went wrong" with his plane, Lieut. Thayer Olds of the Army First Pursuit group from Selfridge Field, Mich., today plunged into Lake Erie and swam to shore as his disabled ship crashed to earth near the Dover Bay Country Club.

Flying in formation with his squadron, Olds' plane and that of another pilot were seen to turn suddenly southward. Olds' plane went into a spin and picked up speed. As Olds jumped, his chute was caught in the stiff breeze and carried out over the lake.

His plane was demolished as it landed near the home of Fred R. Fuller at 23048 Lake road.

Golfers at the country club hurried to the lake, but Olds already had swam to shore. He shook the water from his flying jacket, patted scratches on his face and went to look at his wrecked plane. He was taken back to the Cleveland Airport by auto.

#### Off to Meet New Arrivals

Olds' plane was a Boeing fighter, experimental ship. He was flying with the formation to meet 18 planes coming in from Selfridge Field when the mishap occurred.

Earlier in the day a youthful glider pilot suffered a broken leg when his glider crashed at the airport.

Olds is 27. He has been in the service three years. Today's jump was his first.

**Plane Falls, He Leaps**  
"I was flying in formation 1000 feet up when I noticed something wrong with my ship," he said. "Vibration became so bad that the instrument board was shaken apart. I looked about for a field in which to land when the plane suddenly nosed down.

"I cut the motor to prevent fire, and jumped at 500 feet."

Olds landed in the lake, about 30 feet off shore. He extricated himself from his chute shrouds in water up to his neck, and swam ashore.

Forty-four army planes circled the field at 1:15 p. m., under leadership of Maj. Gerald E. Brower. After circling the field they came back and proceeded with their program of tactical maneuvers.

Gov. George White arrived as the army planes were maneuvering. He docked at Cleveland on the U. S. S. Wilmington, flagship of the Ohio Naval Reserve, and was escorted to the field by L. W. Greve, president of the air races.

#### Shatter Speed Mark

The fastest flying of the four days was staged during the army demonstration when Lowell Bayles, flying a Gee Bee wasp junior, averaged 267.242 miles per hour, in the qualifying dashes preparatory to the Thompson Trophy Race, which will be run Labor Day. His top speed was 286.852, with the wind at his tail.

Robert I. Hall, flying another Gee Bee special, powered by a wasp motor, flashed across the field in four-mile dashes at an average speed of 213.867 miles an hour.

After circling the field, the army planes came over from the north in a huge V of V's, Brower in the front tip of the formation.

#### Fared Bumpy Air

Bumpy air and high wind velocity made close formation flying difficult as they came back in front of the stands in salute. Their exhibition of mass flying was brief but snappy.

It was considered doubtful if various stunt flyers would be able to unloose all their tricks unless the wind died down.

Altho the wind from the southwest ranged from 20 miles an hour on the ground to 54 miles at 5000

Turn to Page 17



By A. H. Roberts.

Lieutenant Thayer Olds, 27, of the First Army Pursuit group of flyers, "bailed out" of his disabled plane today for a thrilling 1,500-foot parachute leap which ended in Lake Erie near the Dover Bay Country club. He was unhurt.

Olds, the third flyer at the current National Air Race meet to join the famous Caterpillar club, had been flying, with others of his squadron, to meet incoming planes from Selfridge field, when his ship suddenly began to vibrate and rattle. It went out of control and he left it without ceremony. The plane crashed to earth near Lake rd., and shortly afterward he swam ashore laughing. He had a few minor scratches, which he dismissed as nothing.

First reports from the scene had two planes crashing, but witnesses declared a fellow flyer dove, following Old's plane to be sure that he "bailed out" all right and when Olds cleared and his chute "blossomed" the other pilot zoomed quickly and proceeded on toward Cleveland airport.

Olds' crash was the fifth of the races. The most serious occurred today when a Lakewood boy broke one of his legs when his glider dived from a height of 50 feet.

Lieutenant Olds' comment on the mishap was succinct.

"I was up 1,500; something let go—the ship went into a nose dive. I didn't wait to see what was wrong, I bailed out."

Army Pilot Jumps as  
Ship Gets Out of  
Control.

#### Lieut. Olds 'Bails Out' Over Dover Bay Country Club; Bayles Hits 267.342 Miles an Hour.

BULLETIN

Lowel Bayles, flying a G. B. supersport ship, exceeded the American land plane speed record late today in qualifying for the Thompson trophy classic, maying an average speed of 267.342 miles per hour in four one-mile dashes. The American record is 266 miles an hour, made by Lieutenant Alfred J. Williams.

Because today's speed was made on a one-mile straightaway course, instead of a three-kilometer course, it will not be recognized as a record, it was announced. Bayles' highest speed, with the wind, was 286 miles an hour, the timers said.



CLEVELAND CHAPTER OF  
NATIONAL AERONAUTIC ASSOCIATION  
AND  
AVIATION DIVISION OF  
THE CLEVELAND ADVERTISING CLUB

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SATURDAY EVENING, SEPTEMBER FIFTH  
NINETEEN HUNDRED AND THIRTY-ONE

HOTEL STATLER  
GRAND BALL ROOM

TEN TO TWO  
R. S. V. P.

Formal, Summer Formal or Uniform

# New York Times.

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NEW YORK, MONDAY, AUGUST 31, 1931.

## MARINE FLIERS CRASH IN AIR AT CLEVELAND

Lieutenants L. H. Anderson and W. O. Brice Escape by Thrilling Parachute Leaps.

### MRS. OMLIE DERBY LEADER

Is Probable Winner in Women's Group in Race From Coast, as Is Warren Among Men.

By LAUREN D. LYMAN.

Special to The New York Times. CLEVELAND, Aug. 30.—Lieutenant L. H. (Sandy) Sanderson and Lieutenant W. O. Brice crashed into each other at 2,000 feet during the marine manoeuvres at the municipal airport today. Both pilots escaped injury and landed safely by the parachute route.

The marine display was the first event of the second day's program of the 1931 national air races. Sanderson, the veteran leader of the Ninth Marine Squadron from Quantico, had been in the air at the head of three sections of three planes each for about ten minutes. Brice commanded the second section.

After a series of graceful manoeuvres in which the fliers held their Seahawks almost wingtip to wingtip, Sanderson straightened the flight into single file. First came a Lufberry circle and then the leader swung into a new variation of the squirrel cage loop in which all nine planes follow each other coil spring fashion across the sky. In this formation Sanderson was Number 1 and Brice Number 4.

#### Planes Crash at High Speed.

Sandy had finished his third loop and was starting into his climb when Brice diving for his own loop came down with terrific speed and the two planes struck with a crash that could be heard for miles above the din of the powerful engines.

Spectators saw the planes pull apart. They saw a wing section float away from Sandy's plane and Brice's machine continue on its way for a moment minus its tail.

Lieutenant Dave Cloud, second man in the leader's section, wagged his wings and the three remaining planes of the two units swung in behind him and formed up. Lieutenant C. C. Jerome leading the third unit pulled them up and away and then calmly swung them back into the intricacies of the coiled spring loop. The marines were carrying on in their accustomed manner.

On the announcement stand broadcasting a description of the manoeuvres was Lieutenant Emile Chourre and when the crash came Chourre continued in his calm clear voice as if the crash had been a predetermined part of the manoeuvres.

"Keep your seats everybody and watch for the boys to come out. Two of them will shortly join the Caterpillar Club. Here they come. There's one and now—there's the other. Everybody's all right. Chutes opened as scheduled and they will soon be down looking for more planes."

USMC

WASH.-D.C. V

face of such competition. The midair crash of two Marine Corps planes yesterday afternoon resulted in exhibitions of cool headed and rapid thinking in deadly emergency which adds a bright page to Marine and Navy annals. The Marine squadron of nine planes was working out of a "coil spring" or corkscrew loop when the plane of the squadron leader, Lieut. L. H. "Sandy" Sanderson, hero of the Nicaraguan campaigns, was caught in the slipstream of a plane ahead and crashed from behind into the plane of Lieut. W. O. Brice, cutting off the whole tail of Brice's plane. Both planes seemed literally to explode in the air. Out of the clutter of fragment blossomed almost instantly the white canopy of a parachute. An instant later lower down, the second chute opened and both men landed safely, close by the airport.

Though the crash occurred at an altitude of only 1,500 feet, both men were able to cut the switches of their planes, preventing fires. Brice's head struck the instrument board of his plane, momentarily stunning him. They were so close to the ground that few in the crowd of thousands of spectators had time to realize what had happened before it was all over.

#### Panic Is Averted.

Chances of panic or a dangerous rush on the part of the spectators was averted by the coolness of Lieut. Emil Chourre, naval aviator, who was announcing the Marine flight over field radio.

In that instant of the crash, when every one was stricken dumb, Lieut. Chourre announced calmly, without even a change in the inflection of his voice: "There has been a collision. Number 1 is out safely. Number 2 is out. Keep your seats everybody. The airport people are well equipped to handle such situations. Just sit down and everything will be all right."

Chourre's words quieted the rising tide of excitement and the situation was restored to normal by the instant continuation of the flying program by one of the three plane sections of the squadron, while Sanderson and Brice were still descending.

#### Sanderson Fights for Life.

But everything was not all right. Sanderson's shroud lines caught in the tail of his plane and for a thousand feet the flier's struggled desperately to free himself and his parachute from the falling wreck. At last he jerked his lines loose and the ship fell away from him. His silken umbrella opened. His fall stopped and he floated down to land in a vacant lot outside the field

## TWO MARINES CRASH IN AIR AT CLEVELAND

Continued from Page One.

within twenty-five feet of the wrecked plane.

Meanwhile Brice was having his troubles. The wing of Sanderson's plane had cut off the tail of his machine to within two feet of the cockpit. Brice was thrown against the cowling by the impact and momentarily stunned.

He remembered later dimly getting out of his belt. He flung himself over the side and fell away from the crippled plane and then things cleared up. He pulled the ripcord ring and the chute opened with a jerk.

"It was a nice cool trip coming down," he said later, still clinging to the ring.

"I saw Sandy landing below me. I saw my ship going down far enough away to leave me feeling comfortable and then I came down."

Sanderson, describing his own fall, said:

"There we were, tied up together, me with the parachute and the ship with one wing flying formation and flying straight down."

## MARINES COLLIDE IN AIR,



CLEVELAND, MONDAY, AUGUST 31, 1931



#### Moffett Congratulates Both.

Admiral William A. Moffett, Chief of the Naval Bureau of Aeronautics, who saw the crash from the stands, congratulated the pilots on their presence of mind.

"I see now how I could have avoided it, perhaps," Sanderson said. "As I was rolling up I looked and saw Brice coming down. If I had thought a little quicker and dove we might have come out all right."

"From what I saw," answered the admiral, "you both did just right."

Brice's plane cut a section from the roof of the Rocky Brook public school building and crashed in the schoolyard. On the other side the building several children were playing in swings. Fifty feet in front of it the highway was crowded with automobiles and by the time the wrecking crew had arrived scores had seized bits of fabric for souvenirs.

Police and National Guardsmen gathered quickly and formed a ring about the two planes which had struck about 200 yards apart. Sanderson's parachute was badly ripped by its contact with the place. To-

night Sanderson took the air in another plane for a night formation flight.

#### Derby Fliers Arrive.

The handicap derby from Santa Monica, Calif., finished this afternoon. Fifty-two fliers left the California starting point last Sunday, sixteen of the women, and all except one finished here today. Miss Winifred Spooner had been forced to drop out with a crippled plane.

The judges, after recording twenty-five protests from the men and nine from the women against their ratings, announced that Mrs. Phoebe Omlie of Memphis was the probable winner of the women's division. Mrs. Omlie flew a Warner powered Monocoupe. D. C. Warren of San Francisco, flying a Gipsy powered Moth, is the indicated winner in the men's division. The judges hope to have the times figured out and the actual winners by tomorrow.

Miss Dorothy Hester of Portland, Oregon, one of Tex Rankin's pupils, entertained with a series of outside loops and spins and barrel rolls in her Waco Taper Wing.

Lieutenant Commander Ostrander led the Striking Eagles of the Navy aloft and into a formation loop in which twelve planes held their V's as perfectly aligned as if they had been in level flight.

The day ended with parachute jumping and an exhibition by the foreign fliers led by Al Williams. Flight Lieutenant R. L. R. Atcherley, the British entrant, did not take part but spent the day in the judges' stand. Atcherley, a patch over his left eye, said that he hoped to be flying by Tuesday.

Qualifying heats one-mile dashes were run off in planes with engines of 115 cubic inch displacement and 175 cubic inch displacement.

USMC

## Ingalls Is Big Star In Polo Game

By William B. Higgins.

LED by a smashing attack by Dave Ingalls, who scored five of his team's goals, the Chagrin Valley Hunt club polo team rode away from the Kirtland Country club at Sherwin field yesterday afternoon by the score of 10 to 6. The assistant secretary of the navy had his scoring boots on and was sending in goals from all corners of the field. Lieutenant Craw, visiting player from Detroit and playing at back for Kirtland, was high scorer for his side, sending in three of his team's six goals.

This afternoon at Halfred Farm field a strong Hunting Valley team meets the Hunt club with the game scheduled to start at 3:30 p. m. There is a possibility that if any more rain falls that today's game may be transferred to Circle W. Farm field, off Mayfield rd., just beyond Gates Mills, but spectators are advised to go to Halfred Farm field first.

The game yesterday at Sherwin field was closely fought for three chukkers, but two fine goals by Dave Ingalls sent the Hunt club into a two-goal lead in the fourth chukker and they were never in danger after that.

Three more goals in the fifth chukker with Ingalls, Millikin and McKinney scoring, increased the Hunt club advantage.

LIEUTENANTS L. H. Sanderson and W. O. Brice, marine pilots, joined the ranks of those who have saved their lives by parachute when their planes collided in an exhibition flight over the Cleveland Airport. A grand stand crowd of approximately 30,000 witnessed the accident and the safe landing of the pilots.

The two fliers were a part of a group of nine marine planes which had gone through intricate maneuvers to demonstrate fighting tactics to the visitors at the Races. Sanderson was leading the flight and Brice was second in command. Near the end of the flight the marines



Official U. S. Air Corps photo

Lieuts. Sanderson (left) and Brice (right) receiving Caterpillar pins from Secretary Ingalls of the Navy

had started a snake dance, a difficult performance in which each plane copies the tactics of the leader. In a "squirrel cage" turn the two planes collided. The stands saw a wing flutter off and the planes start their plunge to the ground. In a few seconds both planes sprouted parachutes and the pilots descended safely.

The demonstration was being broadcast and the announcer calmly explained to the crowd what was taking place. Later in the week, the pilots participated again in the same stunt maneuver in which they had crashed.





(N) - USMC



ADMIRAL  
MOFFETT

SEN.  
BINGHAM

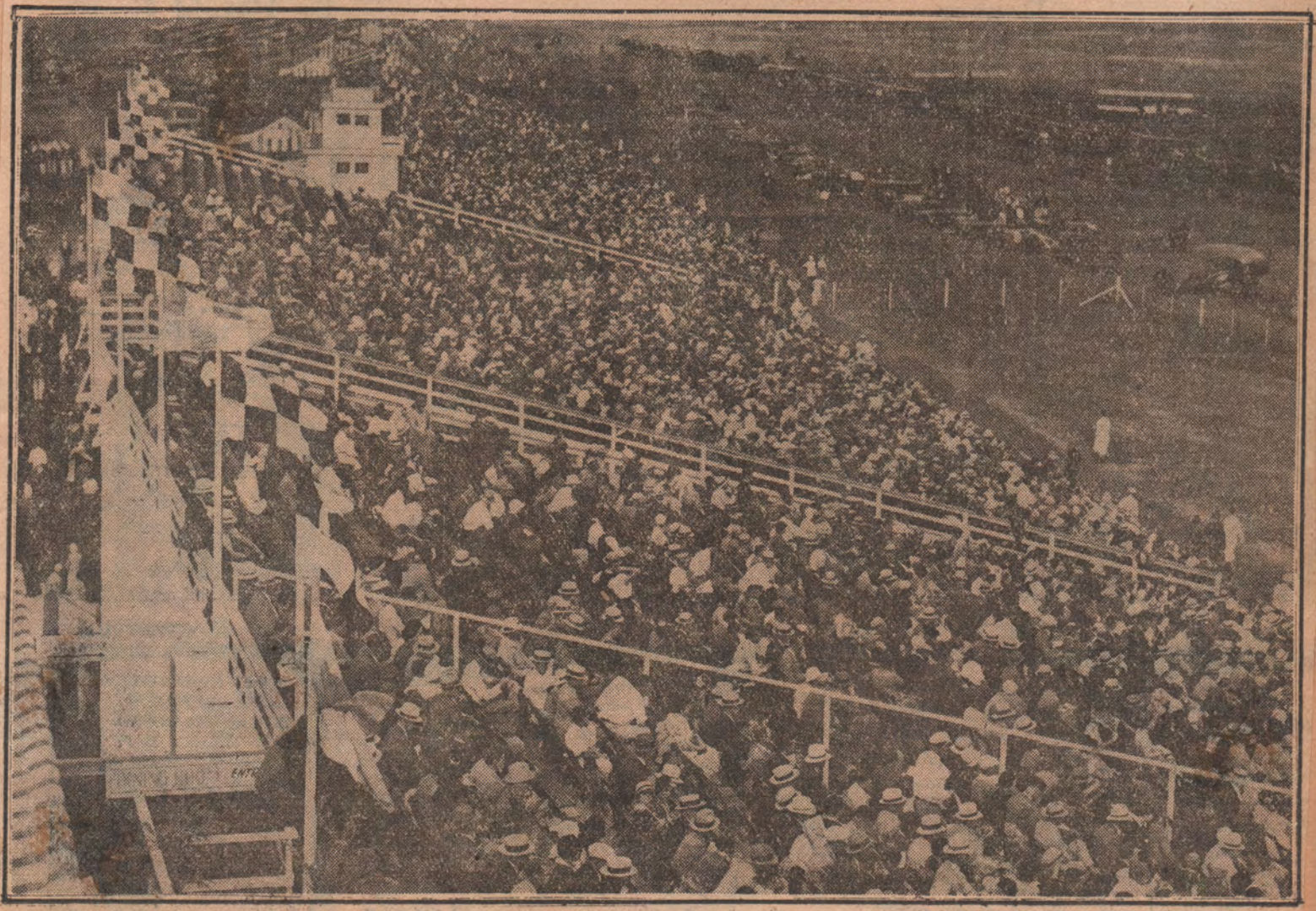
LT  
SANDERSON

LT  
BRICE

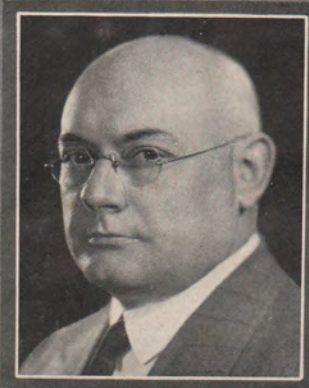
PAGE TWENTY-FOUR

CLEVELAND PI

# 30,000 Spectators Attending National Air Ra



A SECTION of the grand stand showing part of the 30,000 spectators.



L.W. GREVE  
PRESIDENT



ALVA BRADLEY  
TREASURER



R.B. ROBINETTE  
VICE PRESIDENT

OFFICERS  
AND EXECUTIVE STAFF

NATIONAL AIR RACES



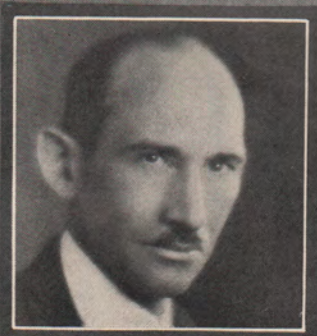
CLIFFORD GILDERSLEEVE  
EXECUTIVE VICE PRESIDENT



PARKER HILL  
SECRETARY



CLIFFORD HENDERSON  
MANAGING DIRECTOR



E.W. POP CLEVELAND  
CONTEST CHAIRMAN



PHIL T. HENDERSON  
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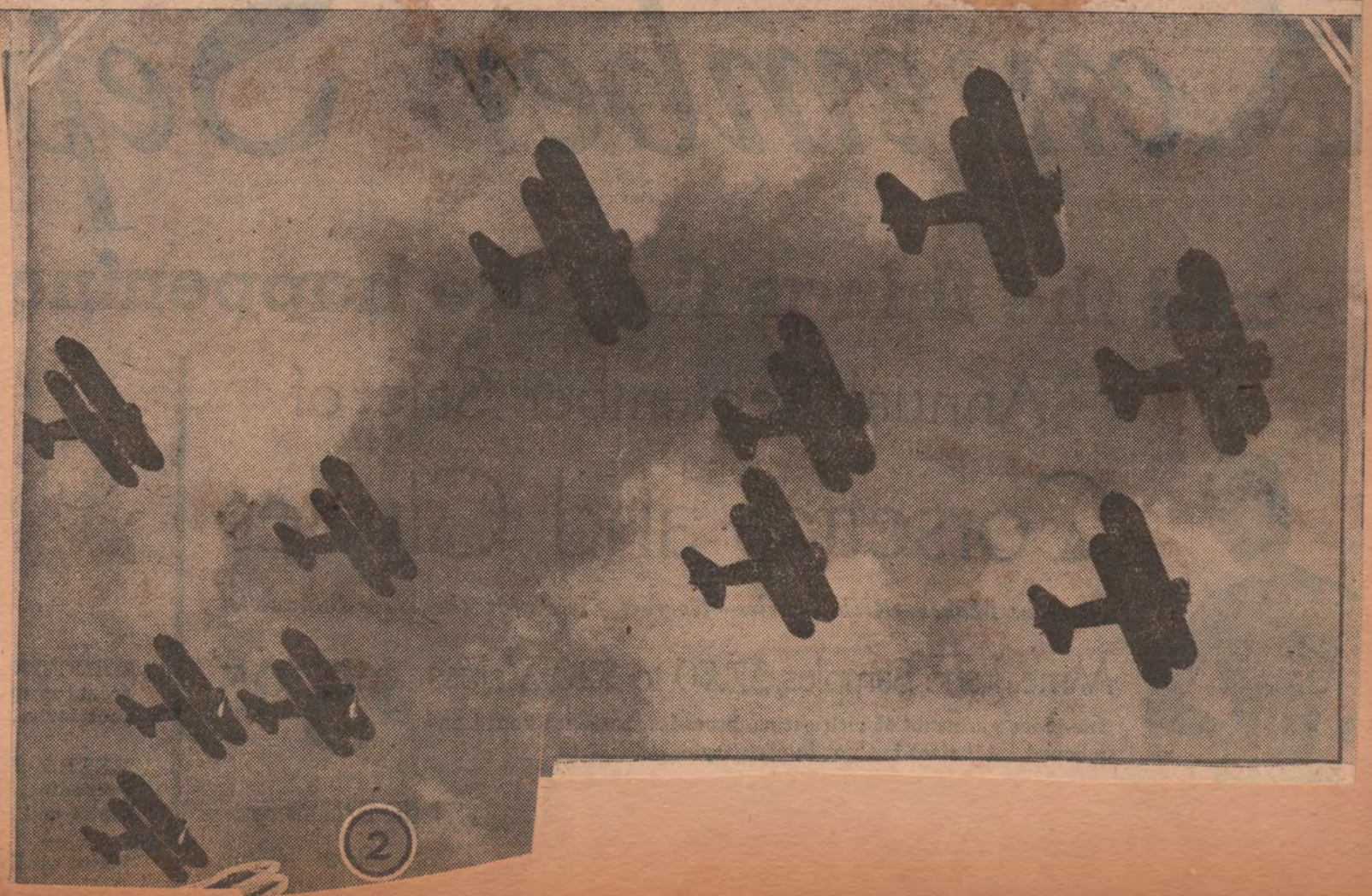
# 50 Planes to Roar Over City

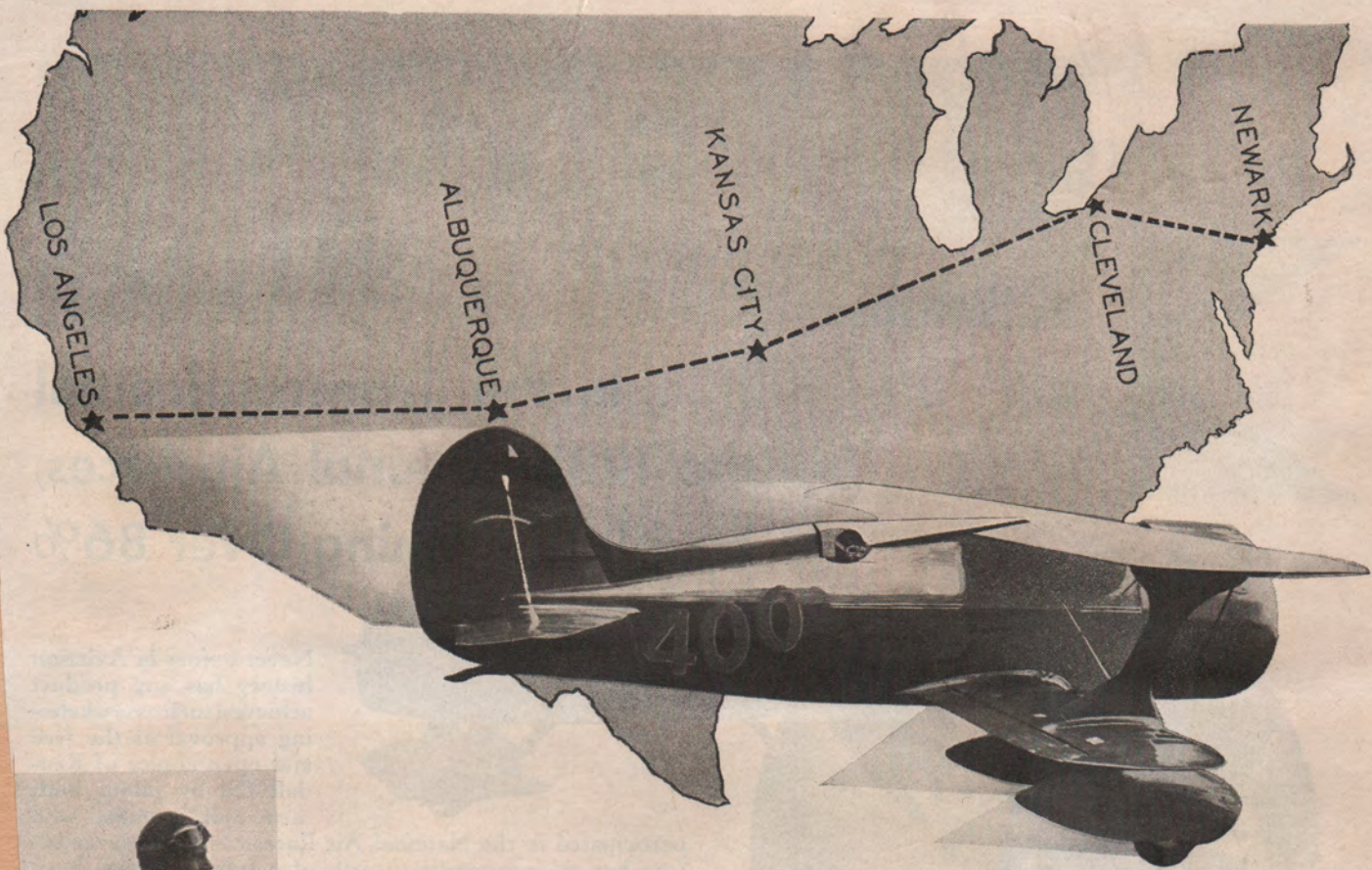
Army Flyers

Show Stuff Today



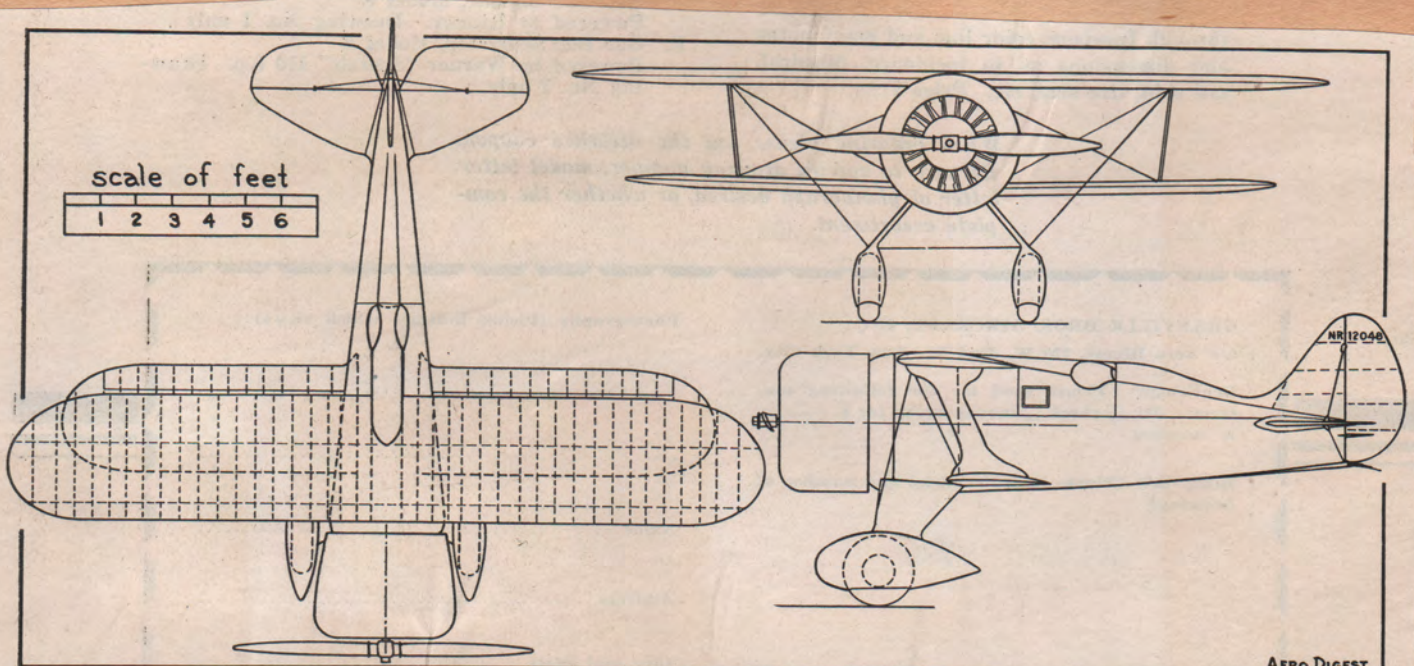
IT'S THEIR DAY—And the army flyers at the National Air Races are going to do their stuff, under Major Gerald E. Brower (upper left)





# VICTOR AGAIN

11¼ HOURS from Coast - to - Coast  
with DOOLITTLE in the LAIRD "400"

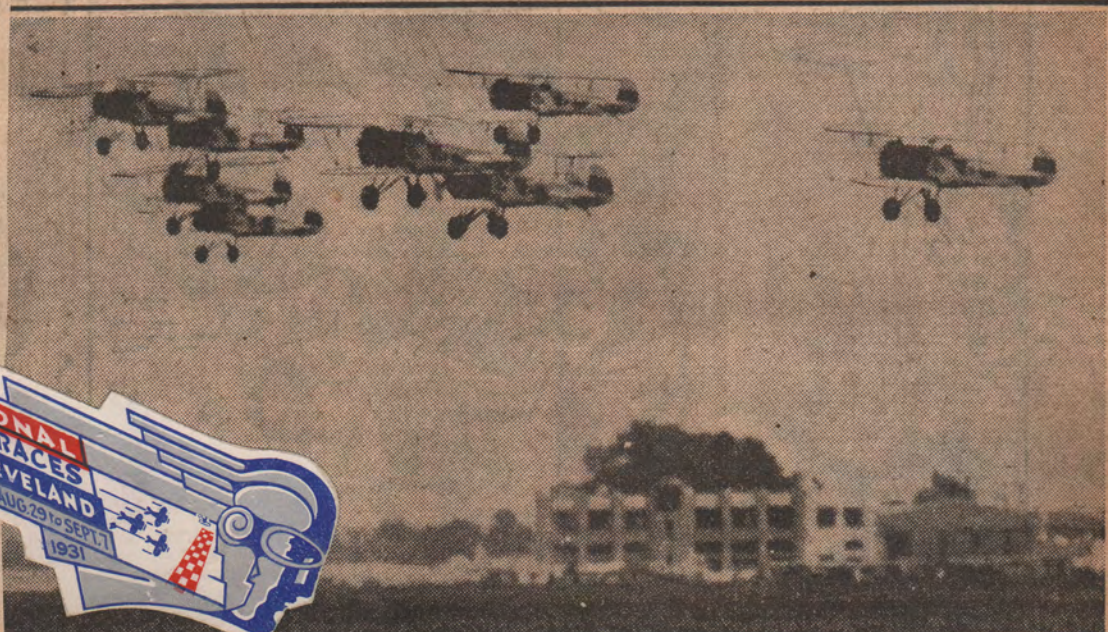


Scale outline drawings of Doolittle's racing plane, the Model LC-DW 500 Laird Speedwing "Super-Solution"

AERO DIGEST



A TRIO OF GLIDERS flying in formation in National Air Races at Cleveland Airport yesterday.



NAVY PLANES taking off for maneuvers.



## 3 GLIDERS IN FIRST FORMATION FLIGHT

Steal Show From Planes With Their Tricks Over Grand Stand.

BY RALPH KELLY.

Three small and fragile-looking gliders competed successfully with roaring motor ships for the attention of the crowd at the National Air Races at Cleveland Airport yesterday afternoon when they flew in formation for the first time at a public exhibition in the United States.

For ten minutes the three held the attention of the crowd until they moved slowly to a landing in perfect V formation before the grand stand to make room in the sky for stronger and faster ships.

But if the contest committee had been more generous with its time allotment the glider pilots would have shown that more intricate maneuvers in formation were possible. Hawley Bowlus, glider instructor at the Donald Woodward private airport at Leroy, N. Y., and veteran plane pilot, said after the exhibition.

Towed by Biplane.

The glider Jake, piloted by Bowlus and ones piloted by Russell Holderman, a plane pilot since 1913, and Warren C. Eaton, holder of a distinguished service cross won in the air service in the World War, left the ground in front of the grand stand towed by a biplane. George Stead, former army pilot, was at the controls of the tow plane.

The outfit had a tough spot to fill because just before they took the road to the air the navy and the marine corps had moved overhead in precise formations, dived and looped until the crowd seemed a little blasé.

Towed on individual ropes in a V formation the three gliders were cut loose almost directly above the grand stands.

At the northern end of the stands the gliders banked and turned, still in formation. Emerging on the straight, they were seen to be in echelon and moved down the length of the grand stand. At the south end of the airport, still as close together as one of the sections of an army squadron, they turned, resumed a V formation and slid into the ground.

All found the air bumpy, they said, and were surprised to find that their formations weren't disturbed. They also learned on landing of the perfect echelon formation. That was unintended, Bowlus said.

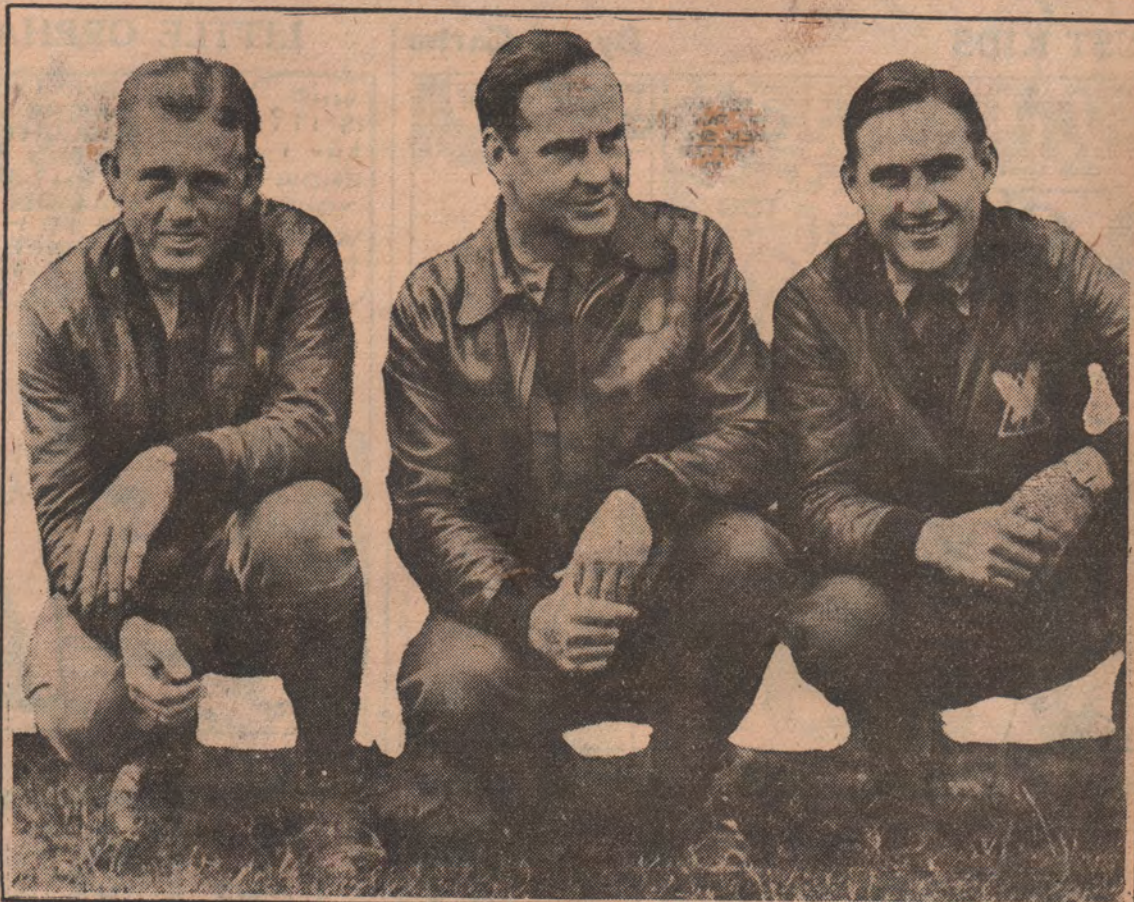
In Air 15 Minutes

Bowlus was the first American after Wilbur Wright to stay in the air in a heavier-than-air machine for more than nine and five-tenths seconds. Bowlus stayed up fifteen minutes. Yesterday he was notified that his sailplane, which also broke several other records, is to be received at the Smithsonian Institution at Washington.

There it will be exhibited next to the plane which Col. Charles A. Lindbergh used to cross the Atlantic. Bowlus is pleased about that because as production manager at the Ryan Co. plane factory in St. Louis he supervised construction of Lindbergh's Spirit of St. Louis.

Eaton, a member of the old Lafayette Escadrille in the World War and now president of the Norwich (N. Y.) Pharmacal Co., is holder of the unofficial glider altitude record. Last year he ascended to 2,409 feet over Elmira, N. Y., and stayed in the air for seven hours and 21 minutes. Holderman is manager of the Woodward Airport at Leroy.

## Army Flyers to Thrill Crowds Today



THE THREE TURTLES will feature Army Day at National Air Races today. Left to right—Lieut. Harlan H. Van Auken, Lieut. John S. Griffith, Lieut. Robert W. Burns.

## SELL CLEVELAND ON PYLON RACES

Pilots Give Game New Zip When They Take Off Together.

BY JAMES D. HARTSHORNE.

Skimming the grass on the straightaway in front of the stands, and fighting for position at the home pylon, at speeds up to 148 miles an hour, the airplane racing elite yesterday sold Cleveland on closed course air racing as a spectacle.

The "race horse" starting method was the main factor. The excellent announcing was a second. And the speed with which results were computed and announced was an important third.

It was not so when the National Air Races first visited Cleveland two years ago. Then the closed course racers took off one at a time and flew against time, so that the audience was never certain which of the planes whizzing about the course was ahead, and generally had to read the papers next day to find out.

The planes contesting over the five or ten-mile course line up wing to wing opposite the south grand stands and are off with a snarl of motors as the starter's flag drops.

On to Turning Pylon.

Straight past the home pylon and on past the north stands to the first turning pylon sweep the grouped planes, some barely clear of the ground as they seek the advantage in speed that the air blanket near the earth gives them.

Banking sharply around the pylon in near-collision proximity that takes the breath away, they disappear along the back stretch west of Rocky River, to reappear after an incredibly short time for the five miles they have flown.

The "home stretch" brings them in just past the south end of the stands and spectators are treated to thrilling exhibitions of pylon technique.

In the first race yesterday, for men flying planes with engines of 510-cubic inch displacement, John Livingston, in a little cabin Monocoupe, took the lead from Verne Roberts, also in a Monocoupe, on the first lap and held it through the remainder of the six laps, winning the B. F. Goodrich trophy and \$400. Roberts finished second, and Peter Brooks, in a Monocoupe, third.

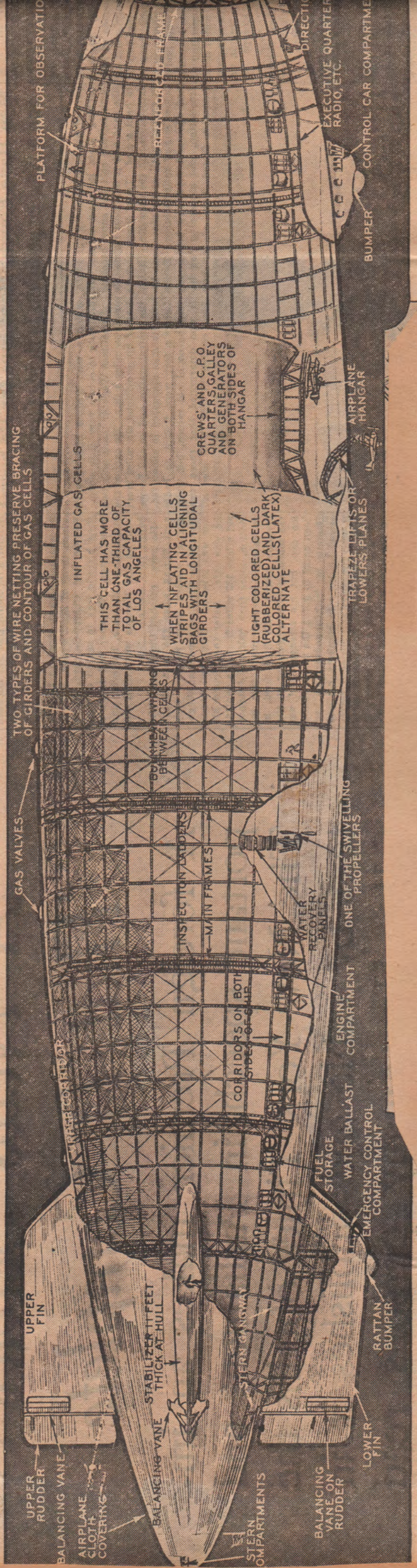
Women Give Race

AVIATION

THE NEW YORK TIMES, SUNDAY, SEPTEMBER 6, 1931.

AVIATION

# ALONG THE WORLD'S AIRWAYS: THE WEEK IN AERONAUTICS



## 'DADDY' OF PARACHUTE IS AIR RACE SPECTATOR

Device of Floyd Smith, Flyers' "Good Angel," Has  
Saved 700 From Death

By NORMAN SIEGEL

OVER 700 flyers throuout the world owe their lives to Floyd Smith, known wherever men of the air gather as the "Daddy of the Parachute."

From his "collapsible umbrella" has grown the modern parachute.

An unobscured figure at the air races, Smith isn't one of the host of celebrities introduced to the audience each day. But it is his device that assures all of the flyers a safe landing in case something happens.

While the late war aided materially in the development of the airplane, it offered no accompanying development of the parachute. Most of the flyers were afforded no means of escape in case of damage to their craft. As late as 1916 there was no improvement in parachutes over the models designed in 1850.

The idea of the present-day parachute was evolved by Smith in 1914. However, it wasn't till 1918 that he built his first one.

The first jump with Smith's chute was made by an army flyer April 28, 1919. After a year of tests with the new device the United States government purchased 400 of Smith's parachutes.

Today the air services prohibit a flyer from taking off in a plane without a parachute. Smith's parachutes are used all over the world with the exception of Italy and France.

Smith's parachute was the first free-type chute. It is an individual parachute attached to the body of the flyer and in no way is fastened to the airplane. An average parachute costs \$300 and is good for 10

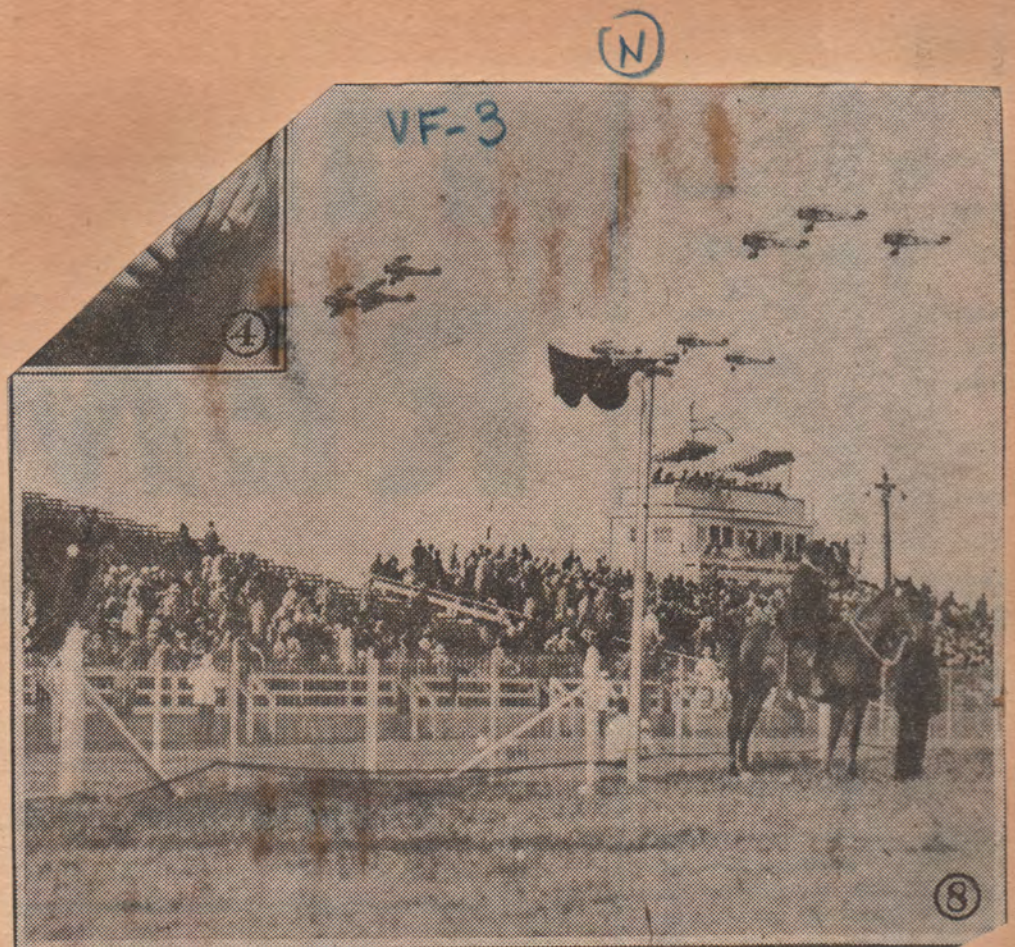
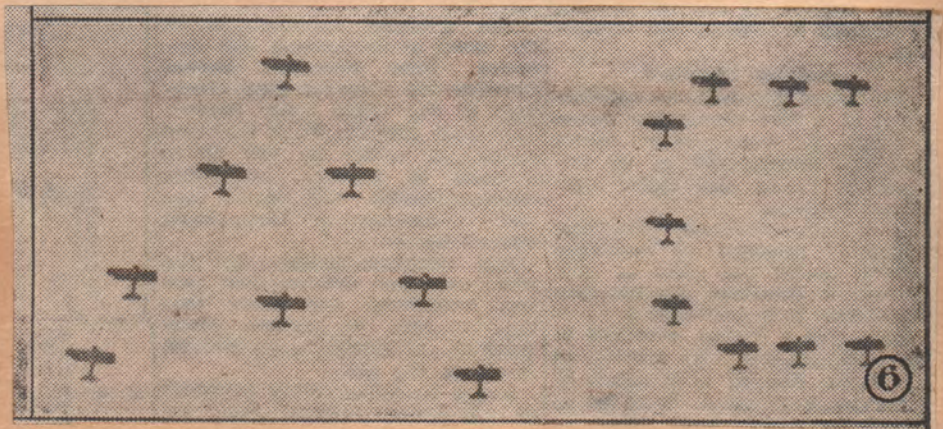


FLOYD SMITH

years of service, according to Smith.

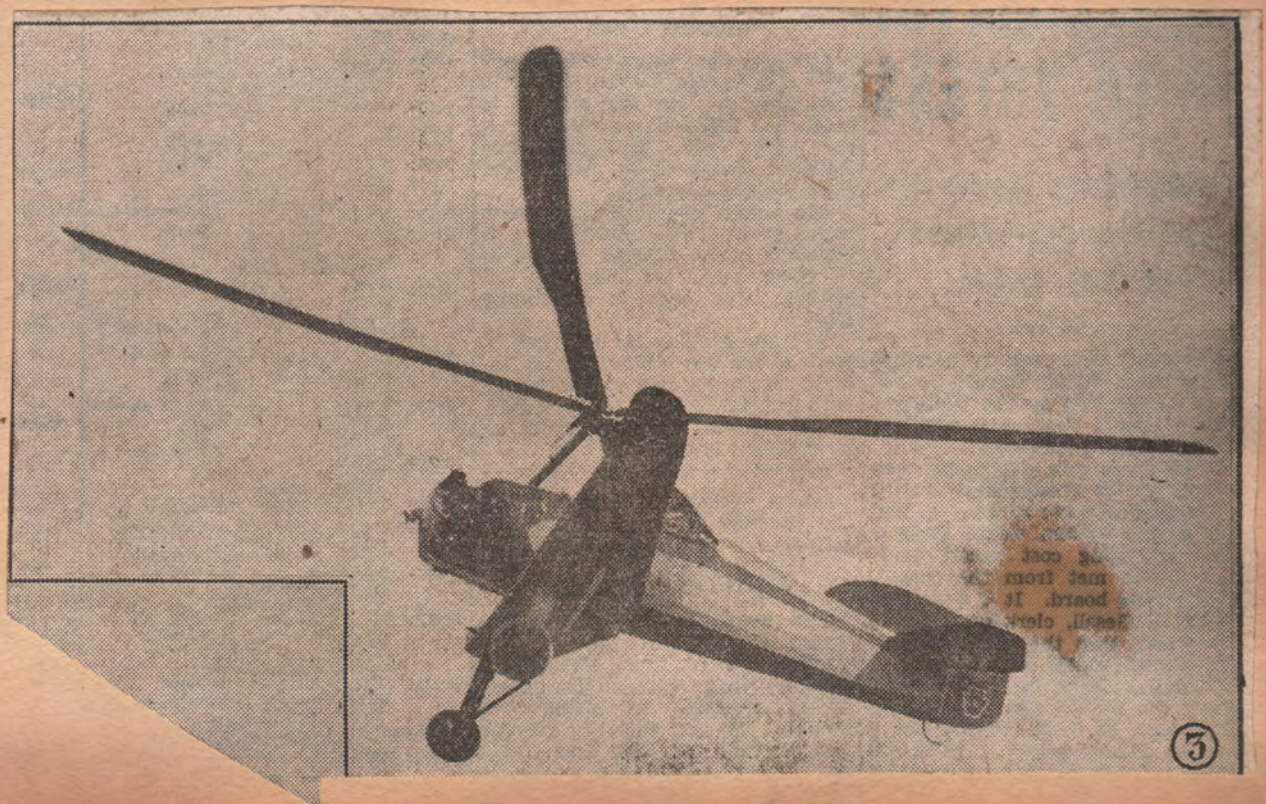
"Flyers are known to have made successful parachute jumps from as low as 150 feet," Smith claimed. "However, I think that it will be at least two years before the air lines adopt parachutes for their passengers. I believe the expense of the equipment is holding them back."

"If passenger planes of the past had been equipped with parachutes, 75 per cent of the fatalities recorded could have been avoided."



**TAX INCREASES  
CIGARET PRICE  
2 CENTS TODAY**

Ohio Hopes Excise Will  
Bring Millions Into  
Its Coiffers



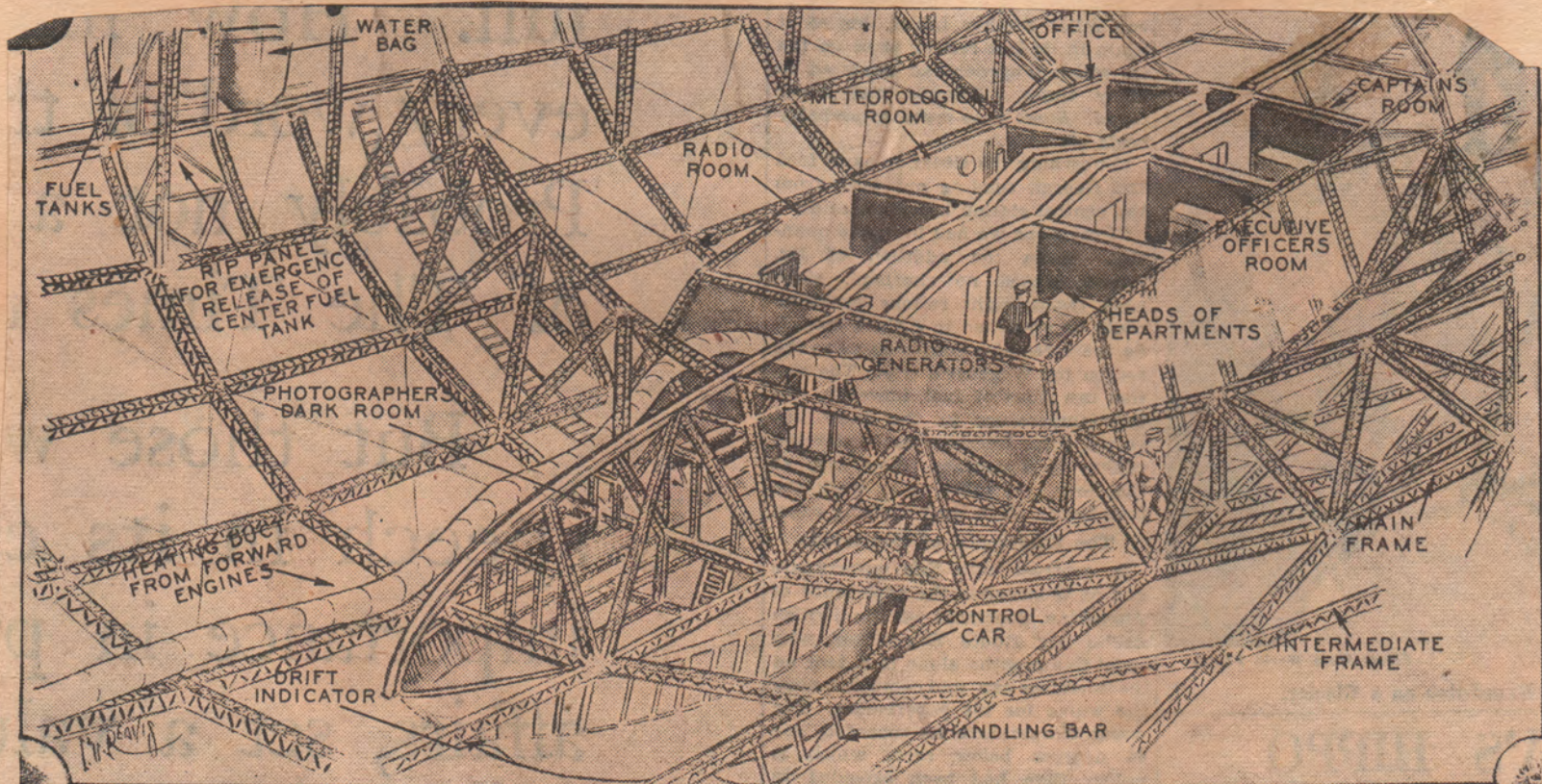


CLEVELAND ATHLETIC CLUB

No. 048

At the request of  
*Mr. P. M. Stefer*  
The Cleveland Athletic Club  
has the honor to extend to  
*Mr. L. E. Chouros*  
the courtesies of the Club for the period of two weeks  
Beginning *Sept 5*  
*Paul M. Stefer*  
Secretary

THIS CARD DOES NOT PERMIT THE INTRODUCTION BY THE  
HOLDER OF ANOTHER GUEST INTO THIS CLUB HOUSE.



**INSIDE THE WORLD'S MIGHTIEST AIRSHIP; A SECTIONAL DRAWING OF THE DIRIGIBLE AKRON.**

Stress Tests Have Been Started by the Navy and Flight Tests Will Soon Be Made on the U. S. Airship Akron. She Is 785 Feet Long and 132 Feet in Diameter. Cruising Range, at 50 Knot Speed, Is 10,580 Miles as Compared With 6,125 for the Graf Zeppelin, Which Flew Last Week Non-stop From Friedrichshafen to Pernambuco. The Akron Has a Gross Lift of 403,000 Pounds as Compared With 155,000 Pounds for the Los Angeles. The Eight Motors Are Within the Hull While the Propellers, Which Can Be Tilted at Will, Extrude.



# The New York Times

SUNDAY, AUGUST 30,

31.

## SPEED STUNTS MARK START OF AIR RACES

"Al" Williams Shows Flying Ability in Fast, Intricate Manoeuvres at Cleveland.

### ARMY GROUP WINS PRAISE

Dive From Miles Aloft Nearly to Ground by Marine Squadron Gives Spectators a Thrill.

By LAUREN D. LYMAN.

Special to The New York Times.

CLEVELAND, Aug. 29.—With parade and pageant in the air and on the ground, the national air races for 1931 got under way here today. There was no racing, but there was much else to entertain the 8,000 persons scattered through the stands built to accommodate 50,000.

The army, navy and marines, the autogiros and the international team of stunt fliers packed the afternoon with aerial thrills.

The pilots representing Germany and Italy, Czechoslovakia and Poland and our own "Al" Williams lived up to the reputations they have earned in the difficult and daring art of aerobatics. All individualists, each one of them put a personal twist on his flips and barrel rolls, his spins and dives.

Flight Lieutenant R. L. R. Atcherley, Great Britain's representative, was still in the hospital following his mishap yesterday. He hopes to be flying again by Monday.

Williams, flying his own Curtiss Hawk, powered with a Bliss Jupiter motor, led the international team past the stands, circled once and landed with all of the group except Ernst Udet, the German.

#### German "Shows His Stuff."

Udet dropped out of the formation directly in front of the stands, climbed almost perpendicularly and then turning on his side dropped as straight as he ascended until it seemed that his left wing would brush the ground.

Then he climbed again and at about 200 feet rounded the field in inverted flight. The German closed his performance by cutting off his engine and with the dead motor completing three loops and a barrel roll before landing.

Next in the air was Poland's champion, flying the standard Polish pursuit craft, a powerful all-metal monoplane with the famous gull wings. Captain Bowles Law Orlinski, like Williams, had plenty of horsepower at his disposal and he made use of it.

He came down 2,000 feet in straight dives, his engine full out until within twenty feet of the ground, and then pulled up into climbs, during which he hung his heavy plane on the propeller until the stalling point.

Major Mario de Bernardi of Italy took off as Orlinski landed, in a Caproni training plane. The man who won the Schneider cup and later put the world's speed record to 330 miles an hour was not outdone by any of his associates. He ended his exhibition with a spectacular landing in which he deliberately bounced his plane from wheel to wheel as he crossed the field just at flying speed.

#### Kubita Offers Intricate Stunts.

Major Alois Kubita, in a borrowed Great Lakes trainer, proved that the skilled pilot does not have to be familiar with his plane to put it through the most intricate of stunts and manoeuvres.

Williams closed the display in his inimitable style. He combined two snap rolls in single loops, one at the top and the other at the bottom of the loop. He flew a triangular course around the field on his back and drove his plane through the difficult vertical figure 8.

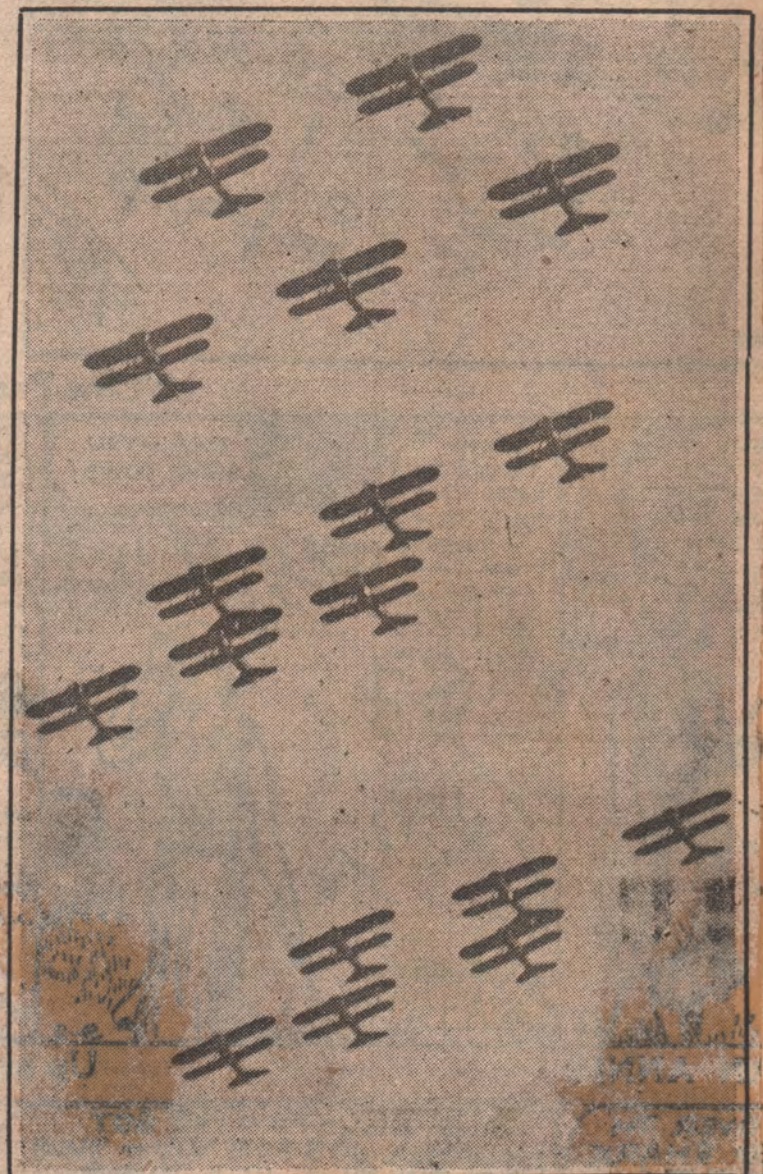
The navy opened the day with a formation of twelve Boeing fighters, the striking eagles from Langley Field led by Lieutenant Commander John E. Ostrander.

This unit won the Schiff trophy last year and was making its first appearance at the national air races. Ostrander fluttered down 1,000 feet in the graceful zigzag of the falling leaf, his plane inverted throughout its fall.

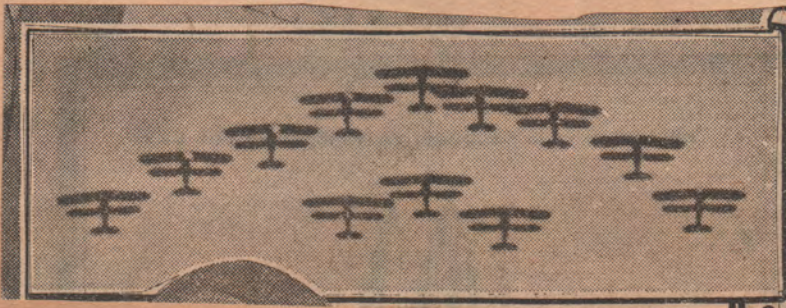
The Navy unit made its take-off in formation. The planes looped first in formations of three and then in a single "V" of twelve. A thirty-mile wind was complicating things for them, but they held their places wing tip to wing tip.

Then, taking a leaf from the Army's book, Ostrander led them through a single-file snake dance and bewildering snap-the-whip.

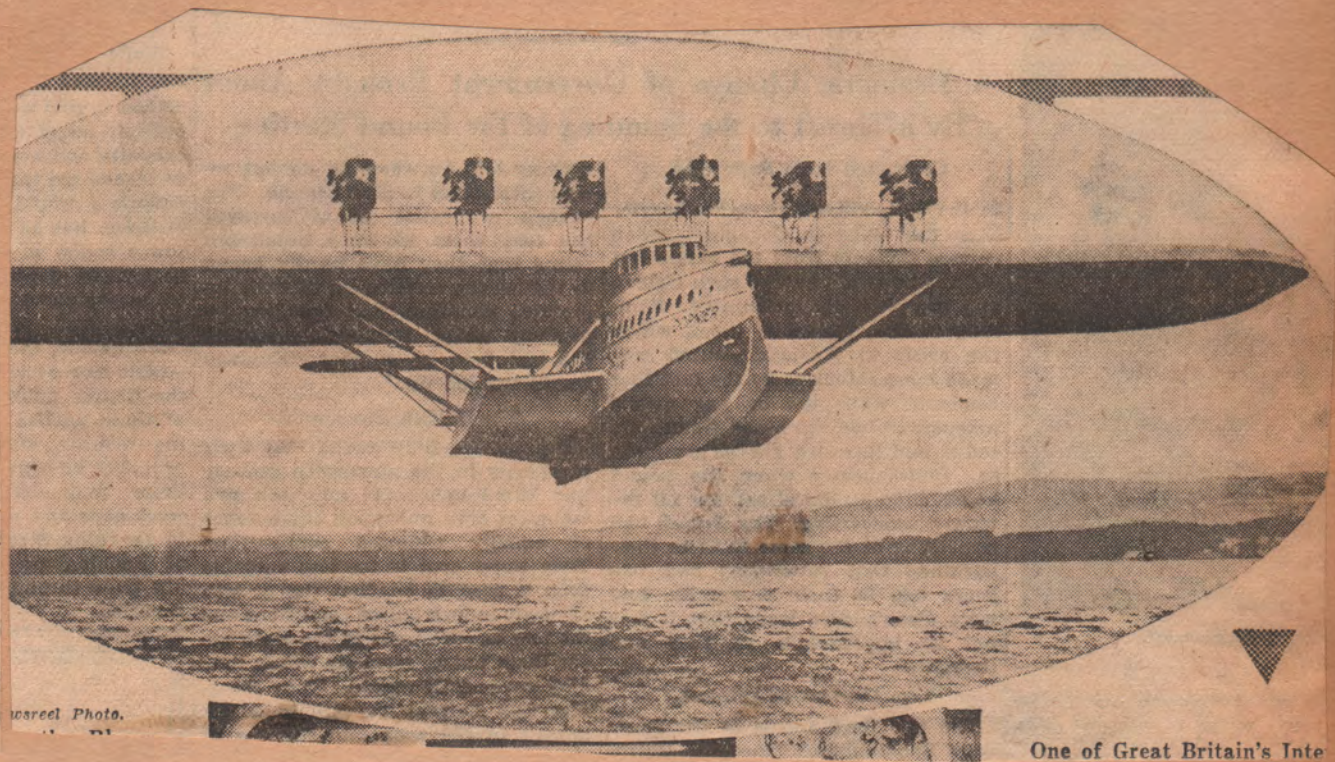
They ended their show with the bombing dive, splitting into groups of three and diving from a mile high from four directions and passing about 400 feet off the ground over the target in the centre of the field.



ARMY PLANES flying in formation at air races.

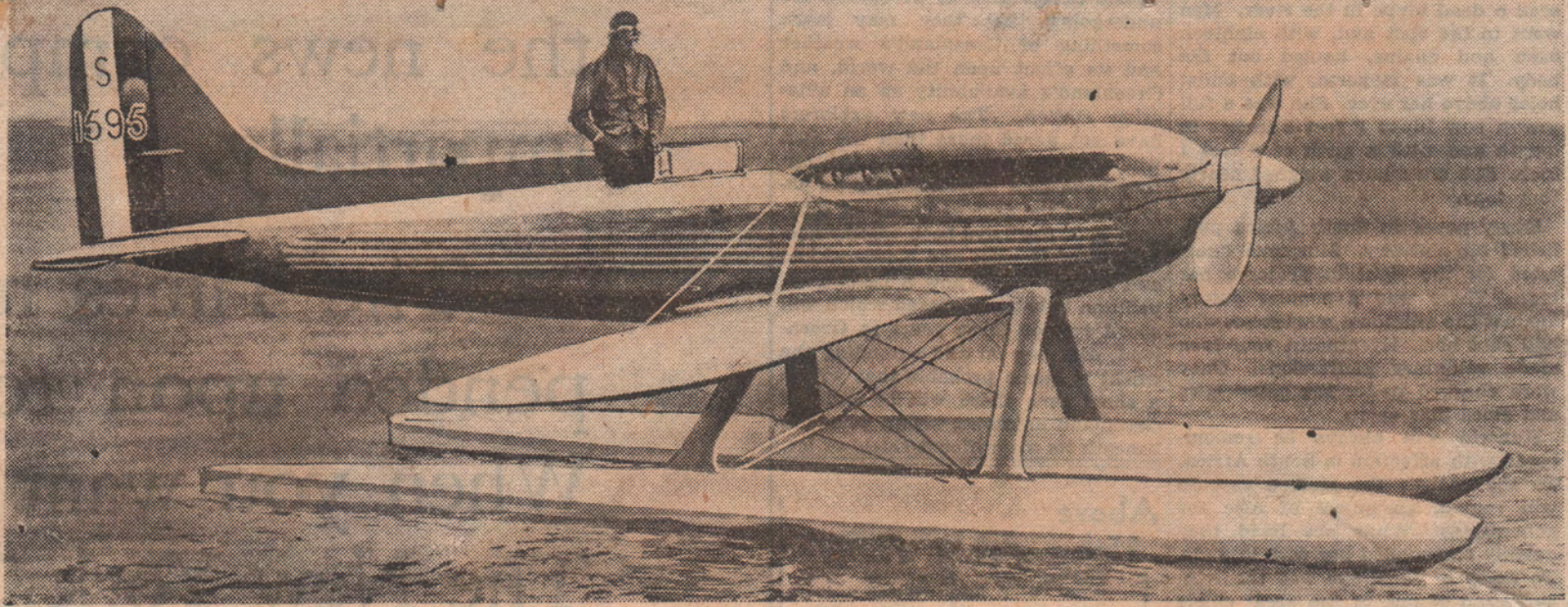


VF-3



One of Great Britain's Inte

GREAT BRITAIN'S HOPE FOR THE SCHNEIDER CUP



Wide World Photo.

This Supermarine S-6 B, With Rolls-Royce Engine Said to Develop 2,400 Horsepower, Which Has Exceeded 400 Miles an Hour in Tests Preparatory to Speed Classic at Calshot to Be Flown Next Saturday.

# 36 Army Planes Zoom Over Airport Crowds

## to Show War Tricks—'31 Model

### 36 ARMY AIR FIGHTERS PUT 'FOE' TO ROUT

Second Battle Squadron Is Bringing 36 More to Army Day Today.

PLANES RACE FIRST TIME

"Three Turtles" to Stunt as Navy Sends Ships.

BY RALPH J. DONALDSON.

Thirty-six army planes yesterday dived, looped, rolled and flew in close formations before a crowd estimated at 18,000 on the third day of the National Air Races at Cleveland Airport.

The army provided the biggest thrill on yesterday's program, but the thrill will be doubled today, when the army puts on its big show. Thirty-six more army planes are coming in from Selfridge Field, and the entire group of 72 will pass in review and go through spectacular maneuvers at the same time.

The first real airplane racing ever conducted marked yesterday's program. The contestants took off at the same time, instead of at one-minute intervals as in former years, so it was possible for spectators to see who was in the lead and watch the flyers maneuver for position as they rounded the pylons.

Phoebe Omlie Wins Two.

Phoebe Omlie, winner of the Transcontinental Sweepstakes Derby, won two of the closed course races.

The international team of foreign aviators, led by Al Williams, former United States naval flyer, and civilian acrobatic pilots continued to perform one hair-raising stunt after another and are on today's program, while a demonstration by five autogyros made flying seem ridiculously easy.

The big army show is scheduled to start at 1:15 this afternoon. A trio of army pilots also will put on a special exhibition of trick flying later in the afternoon. The trio is composed of Lieuts. John S. Griffith, Robert W. Burns and Hanlan H. Van Auken. They are known as the Three Turtles, not because their performance resembles turtles' antics, but because it's so different.

Naval Ships Coming.

Twelve naval patrol boats are scheduled to land at the lake front today. They flew yesterday from Norfolk, Va., to Rockaway, N. Y. Naval officials also announced there was still a possibility that the Akron, the navy's new dirigible, would make her maiden appearance some time in the latter days of the program.

Now let's go back to what happened yesterday. We've been watching the dead stick landing contests, which weren't very exciting, though

(Continued on Page 7, Column 1)

### MORE COMING FOR SPECTACLE TODAY

Flyers Using "Race Horse" Start Put on First Real Contests.

(Continued From First Page)

the spectators got a thrill when one entrant nosed over.

The real races are starting and it just occurs to one that the management could easily make expenses by letting out the betting concession to Ed Strong, or somebody.

Some New Thrills.

The first race was for men, and it was won by John Livingston of Aurora, Ill., who jumped into the lead on the take-off and never lost it. A women's race is now under way, with three entries, Phoebe Omlie, Mae Halzlip and Maude I. Tait. This ought to be good, because Phoebe came in first in the Transcontinental Derby and Mae placed third.

Yes, this race is between Phoebe and Mae. Phoebe is a couple of plane lengths ahead, but Mae dives toward the home pylon and seems to overtake her. But Phoebe must be making sharper turns around those pylons than Mae, for when the two planes come around the course again Phoebe is still in the lead.

They're coming around the last lap now. Phoebe is several plane lengths ahead; Mae is diving in a desperate attempt to catch up, but she can't. Phoebe wins and pays—well, the odds aren't being posted. The official announcement gives Phoebe's speed as 129.885 miles an hour and Mae's as 129.483. Maude isn't far behind with a speed of 128.333.

Two commercial pilots, Freddie Lund and H. A. Speer, are giving a demonstration of acrobatic flying in Aeronca planes, little bits of ships with 30 or 35-horse power motors. They're not very speedy, but they certainly can twist around in the air.

Take It Easy.

The navy planes are lining up, twelve of them, for their daily exhibition of precision flying. They're in the air, getting altitude, but they don't seem to be as frisky as they have been. Maybe they got instructions to take it easy after the collision in the air Sunday between the two marine ships.

Now the navy is looping in formation directly overhead. "I wish they'd get over on the other side of the field," says Roelif Loveland, who saw the marines crash yesterday and doesn't relish the idea of being in the way in case two of the navy

Are Watch Repaired

planes should collide and fall into the press box. But there is plenty of distance between the navy ships. They finish their exhibition with a three-way dive on the field.

Just as they land Peter Brooks of Hicksville, N. Y., takes off for a stunting exhibition. He may be from Hicksville, but he's no hick. He's like Al Williams, he likes to fly on his back, so he makes a circuit of the field upside down. That ought to settle his lunch. Then he glides in to land upside down, and doesn't turn right side up again until he's about 100 feet from the ground.

Another race is starting. But wait a minute. Somebody picks out Ruth Elder with the field glasses. She's sitting on the grass in front of the announcer's stand. Mm, mm, I guess this race won't get much attention from now on. It isn't a very exciting race anyhow, though one fellow thinks the grass in the middle of the airport is too long and he's trying to trim it with his undercarriage as he skims across the field in front of the stand.

One Eye for Gyros.

It's probably lucky that some people are standing around Ruth now and we can't see her any more from the press stand. We can now devote a little attention to five autogyros, which are just taking off.

One of them is making a vertical landing in front of the grand stand. He comes down just like an elevator, lands without a jolt and goes right up again. Another gyro is making a tight circle around the home pylon. A baby could fly one of them, it seems. Another has shut off his motor at about 800 feet and is making a dead stick, vertical landing. The windmill continues to revolve. He's down, right on the edge of the circle in front of the grandstand. Say, Mister, how about looping one of those gyros tomorrow?

There's no use trying to cover these races any longer. Ruth Elder is sitting right below the press box and she's probably the prettiest creature who ever flew over land or sea. Please go away, Ruth, so we can get some work done. But there's a pretty good race under way. Phoebe Omlie is out to win another prize, and it looks like she's going to win it, too. She does.

Atcherley Gets Flowers.

Commander R. L. R. Atcherley is being presented with a basket of flowers by a little girl in a white dress. Dorothy Hester is going up in the Goodrich Silvertown plane to do her daily dozen outside loops and anything else that occurs to her. While she is getting altitude a plane takes off towing three gliders. The gliders cut off simultaneously about 1,000 feet and float over the stands in formation. Now they're landing in formation, a pretty sight, too.

The marine planes are warming up as the Goodyear Doughnut tire plane gives a demonstration in front of the stands. The idea seems to be to bounce the plane first on one wheel and then the other to show that the tires won't burst.

The marines are in the air now. Lieuts. Sanderson and Brice, who collided in the air Sunday, are leading the formation as first and second in command, respectively. Great stuff, these parachutes. Anyone who was expecting another collision today was disappointed, but the boys did some beautiful flying.

Capt. Boleslaw Orliński of Poland is taking off in his silver monoplane. He is diving in front of the grand stand at a terrific speed. The other members of the international team are getting ready to perform. There goes Capt. Orliński in a spin, a dive, a loop and an upward spin. Nice work, captain. Now Orliński is flying ten feet off the ground and kicking on first left rudder and then right rudder. Fish-tailing, it is called, but generally it's done when a pilot is gliding into land and wants to lose speed so he won't overshoot his mark. Orliński is doing it with his motor full on. It looks dangerous. There go a couple more upward spins, a whip stall and a demonstration of a plane flying on its side.

Italian Thrills 'Em.

Orliński lands and Lieut. Col. Mario di Bernardi of Italy is in the air. He is doing a series of loops about 300 feet off the ground. There goes a lovely slow roll; no, it's just a half roll. The Italian flies a short distance on his back, then shoves his nose up and climbs out of it, heading in the opposite direction from which he started. Al Williams and Lindbergh, you couldn't do better than that.

Maj. Ernst Udet, late of the German Imperial Air Force, is now in the air. He's having a swell time up there. Never for two consecutive seconds is he headed in the same direction, either vertically or horizontally. Maybe he's just forgotten where the ground is and is trying to get his bearings. Take it all back, he's flying on his back and stays in that position for at least a minute. Now he's flying sideways. He does that by making a flat turn.

In the early days of the war that meant a spin, but the laws of gravity don't seem to mean anything nowadays when they come up against modern aerodynamics. Udet is climbing now, he's probably going to cut off his motor and land with a dead stick, making a few loops on the way down. It gives him a better appetite for supper to land that way, and sure enough, he's doing it.

Maj. Alois Kubita of Czechoslovakia takes off in a Great Lakes training ship. He does some very nice flying, but the Great Lakes trainer, as its name implies, is not built for spectacular stunting.

Al Williams is up now. He's supposed to be getting directions from the ground by radio, but there seems to be something wrong with the receiving set, so Al just goes ahead and stunts anyhow. Williams does most of his flying on his back. He can climb, dive and turn just as well in an inverted position as he can when right side up.

The army planes are warming up, while Williams gets a couple thousand feet of altitude and does an inverted falling leaf. When you see anyone doing an inverted falling leaf purposely you can be sure it is Al Williams.

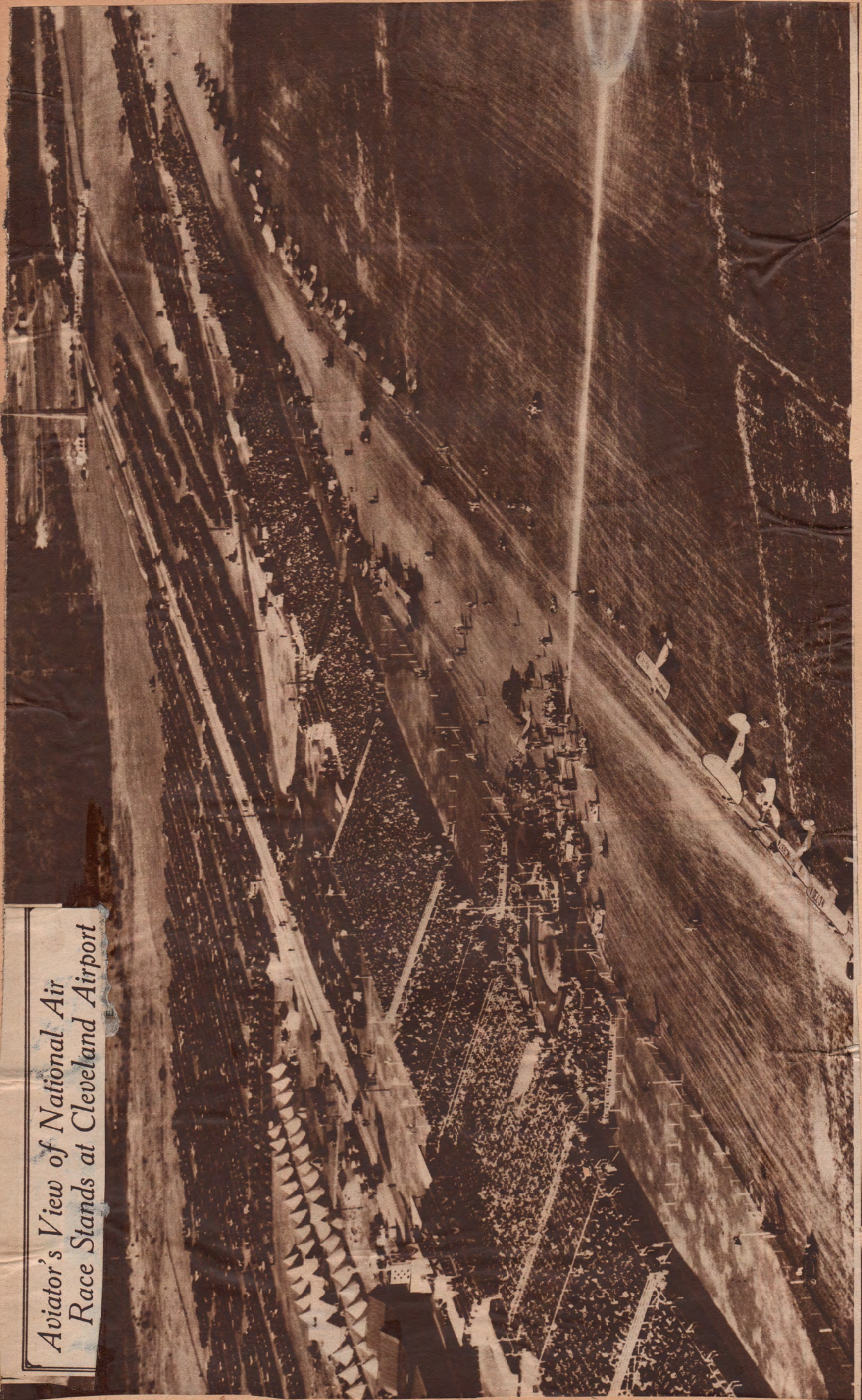
The 36 army planes are raising an awful cloud of dust and making a tremendous racket as they get in position for a take-off, while Eddie Rickenbacker, American ace of aces, and Maj. Udet, German war hero, are being presented to each other.

The first section of army planes leaves the ground with a tremendous roar. Here goes the second section. The thrill that you get from hearing these monsters fly, and I mean hearing, can't be described. You can feel the vibration as they fly over the stands. They're pretty swell to look at, too. One section of eighteen planes makes the letters "A. C." The other section forms a gigantic A. Here they come in sections of three each, diving in front of the grand stand. Now half the army planes are playing follow the leader 2,000 feet above the air and the other half are diving on the stands. The army seems determined that nobody shall go home from here without having both a stiff neck and a couple of fractured ear drums.

Another race, parachute jumping, band concert, night flying and fireworks, and that concludes the third day of the National Air Races.



*Aviator's View of National Air  
Race Stands at Cleveland Airport*



## "A" STANDS FOR ACES

Thrills! There's one (top) at the National Air Races. Capt. Boleslaw Orłinski, Polish ace, is stunting almost on top a pylon before the grand stand. Below is Capt. Orłinski after his hazardous flight. "A" stands for Army as U. S. flyers (below) identify themselves to top off the day's events.



Altho none of the navy or marine planes at the airport will take off, 12 flying patrol boats being sent here from Norfolk, Va., were scheduled to arrive. They were to circle the airport and continue to the lake front and cast anchor.

These ships, two squadrons of six craft each, are commanded by Lieutenant Commander Kneffler K. McGinnis and Lieut. George Compo. They are Martin biplane boats powered by two Wright Cyclone engines, attached to the U. S. S. Wright.

Attendance during the first three days of the program indicates that the show is doomed to financial failure unless some magic drawing card, such as the dirigible Akron, is brought out to lure more customers thru the turnstiles.

### Turnstiles Too Silent

Altho official figures were said to be unavailable estimates place the total three-day attendance at less than 50,000, including those admitted free. The stands, built at a cost of \$150,000, were designed to accommodate that many each day.

The business depression and high admission prices, rather than any lapsing interest in aviation, are blamed for the poor patronage. On opening day attendance was estimated at 10,000. This increased to about 25,000 Sunday and yesterday dropped below 10,000.

Officials hoped that the major speed events, scheduled later in the week and Labor Day, will boost the attendance to more creditable levels and prevent possible financial loss. In 1929 the races cleared \$100,000.

## NINE MORE WAR BIRDS WING TO AIRPORT FOR ARMY'S DAY

Join Squadrons Today to Keep Maneuver Title From Navy and Marine Planes; "Three Turtles" Will Stunt

## MORE WAR BIRDS WING TO RACES

Army "Reinforcements" Join Maneuver Tests Today

By JULIAN GRIFFIN

Army flyers today were primed to "give 'em both barrels" in an effort to walk away with military honors and insure the success of Army Day on the National Air Race program.

At least nine additional planes were being flown here from Selfridge Field to join the two composite squadrons now on hand. The new arrivals were to be met a short distance from Cleveland.

Flying in elements of three in echelon the squadrons were to arrive over the Airport at 1:15 p. m. The army's official salute to the races—a power dive in that formation, will touch off the flare that starts their program of tactical maneuvers.

There is a strong suspicion among spectators that the army has been holding back something for today. Among the newcomers are the "Three Turtles," a trio of flyers comparable to the three "High Hats" who performed in such a spectacular manner with Col. Charles A. Lindbergh here in 1929.

The "Turtles" are Lieutenants John S. Griffith, Robert W. Burns and Hanlan Van Auken. The highlight of their program will be when the leader takes off and fails to advise his comrades which move he will make next.

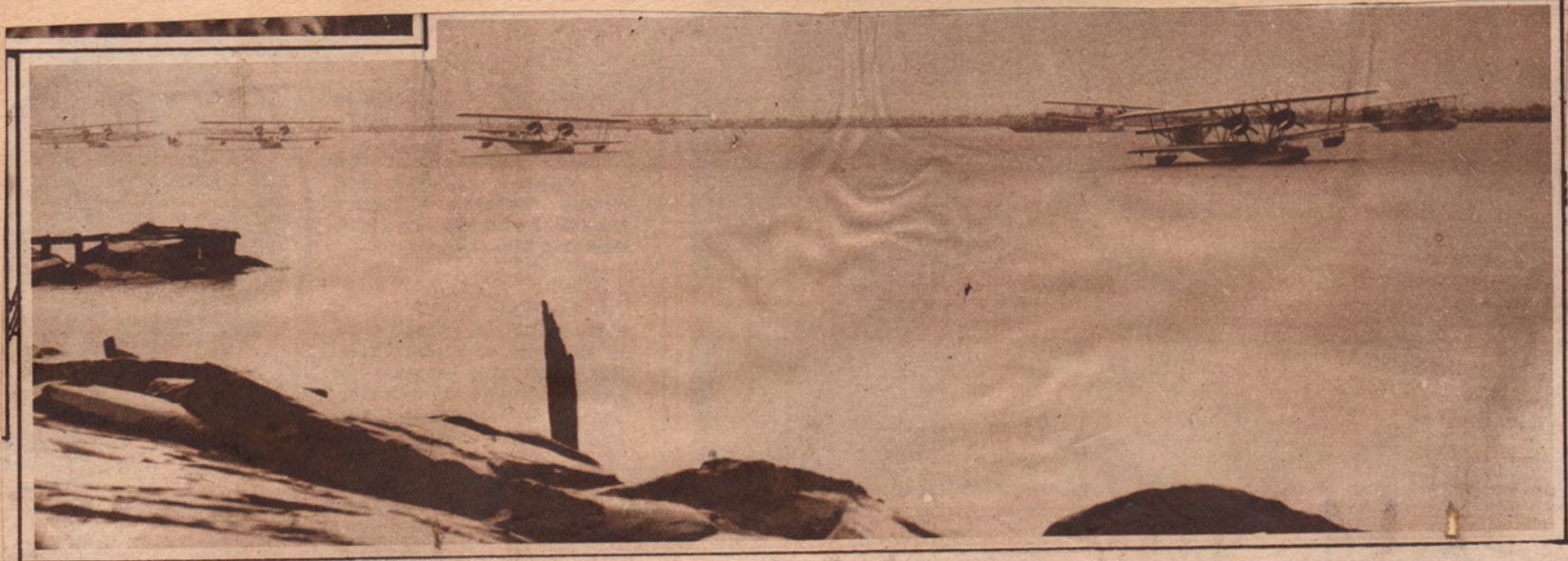
It will be their job to stick "tight" as he spins, turns, twists and dives in an effort to get away from them. To the layman this is "stunting"; to the army this is a "tactical maneuver."

Out of respect to their friendly rivals, other service planes will remain on the ground today. The

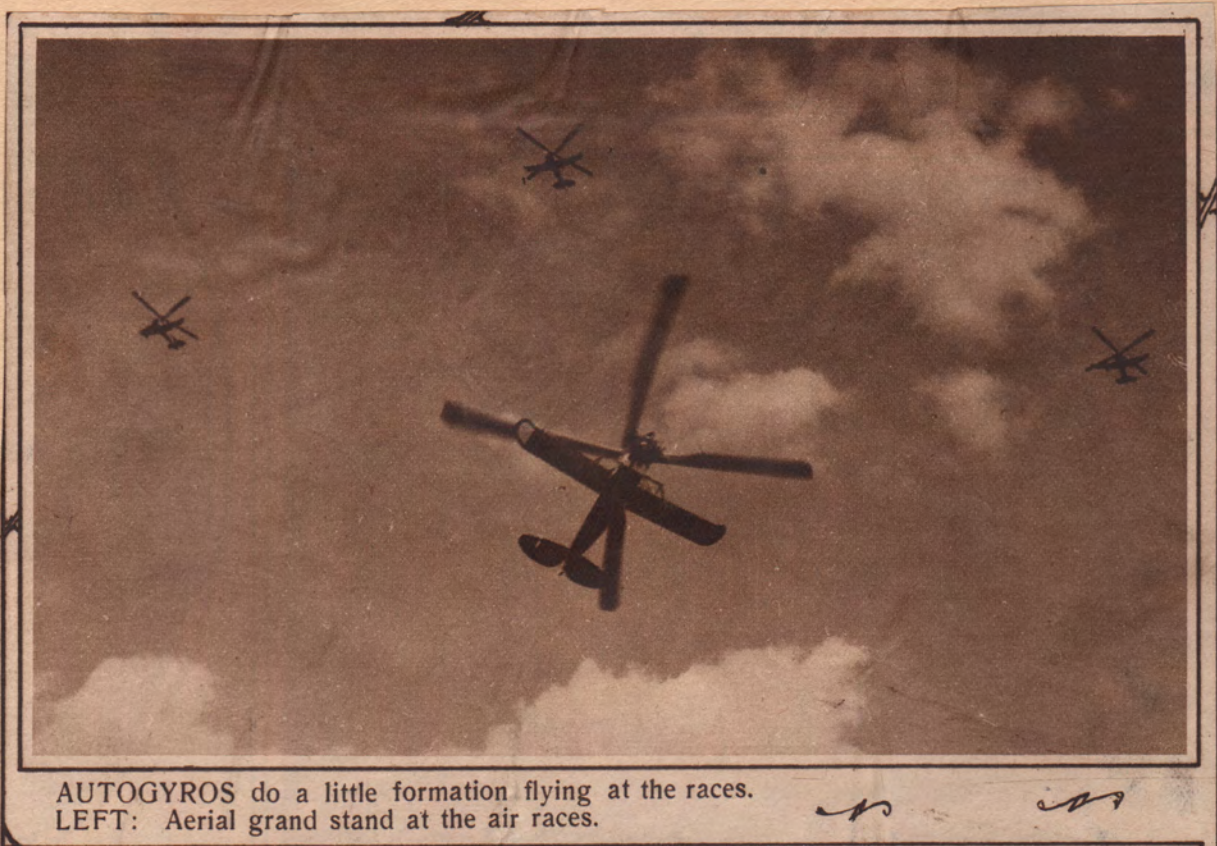
12 flying patrol boats being sent here from Norfolk, Va., were scheduled to arrive. They were to circle the airport and continue to the lake front and cast anchor.

These ships, two squadrons of six craft each, are commanded by Lieutenant Commander Kneffler K. McGinnis and Lieut. George Compo. They are Martin biplane boats powered by two Wright Cyclone engines, attached to the U. S. S. Wright.

Military planes continued to thrill spectators yesterday, with the marines the most spectacular. Lieut. L. H. Sanderson, commanding the "Devil Dogs," and Lieut. W. O. Brice, who figured in a mid-air collision Sunday, again went thru their formations including the hazardous nine-plane squirrel cage formation.



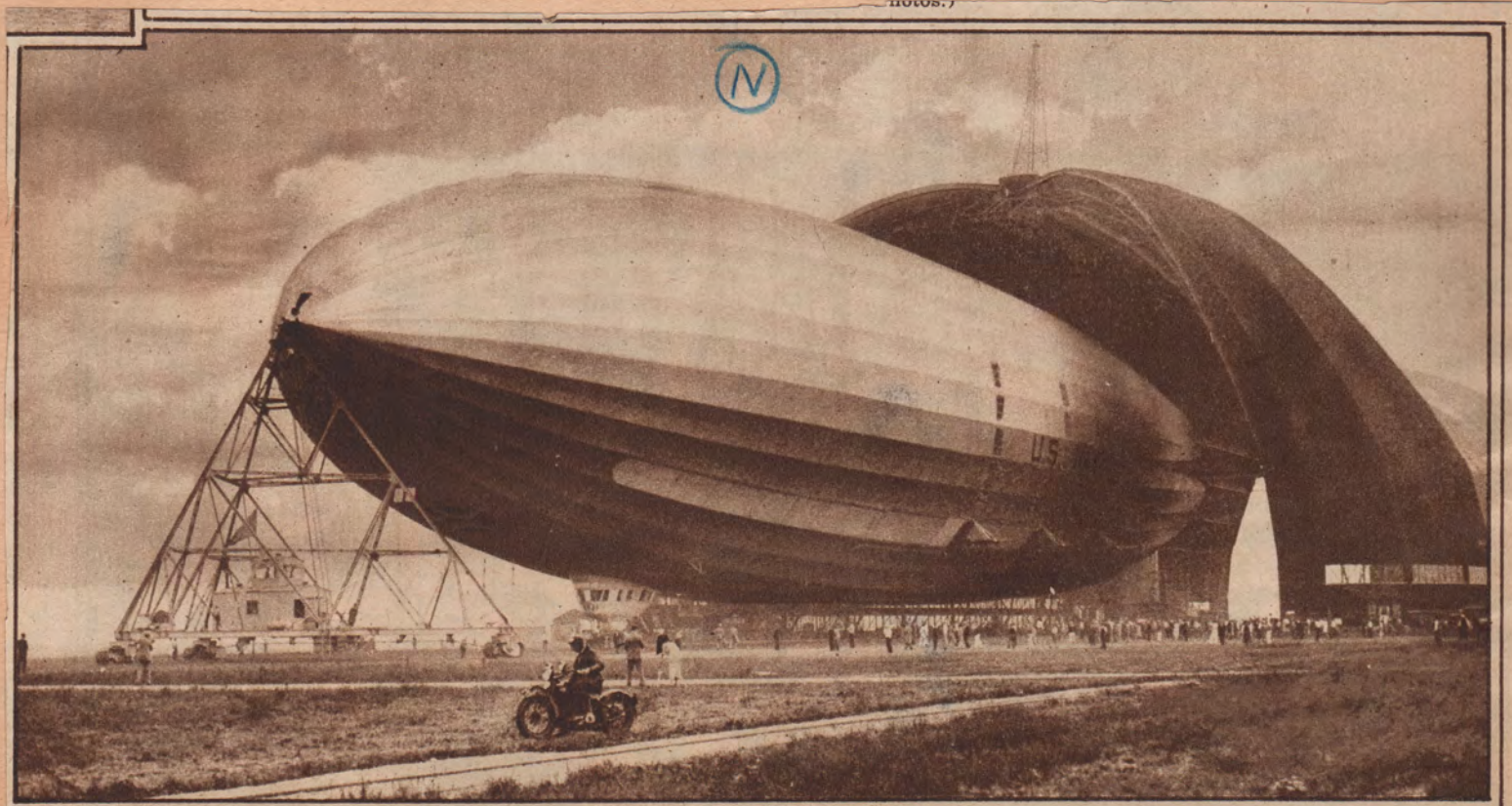
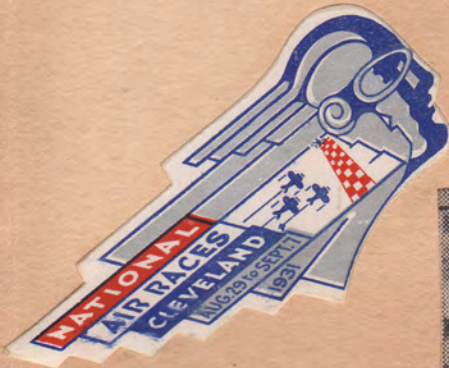
LEFT: Navy seaplanes at anchor in Edgewater Park harbor.—The flying boats came to Cleveland for the air races.



AUTOGYROS do a little formation flying at the races.  
LEFT: Aerial grand stand at the air races.



for women.  
 NO. 3—Autogyro stunting.  
 NO. 4—Col. "Eddie" Rickenbacker, American ace of aces, and Maj. Ernst Udet, German ace, meet for first time since opposing each other in the air in the World War.



A REHEARSAL OF THE DEBUT OF THE GIANT OF THE AIR: THE AKRON Emerging From Its Hangar at Akron, Ohio, Walked by a Ground Crew of 250 in the Launching Test of the Dirigible Before Its First Flight.



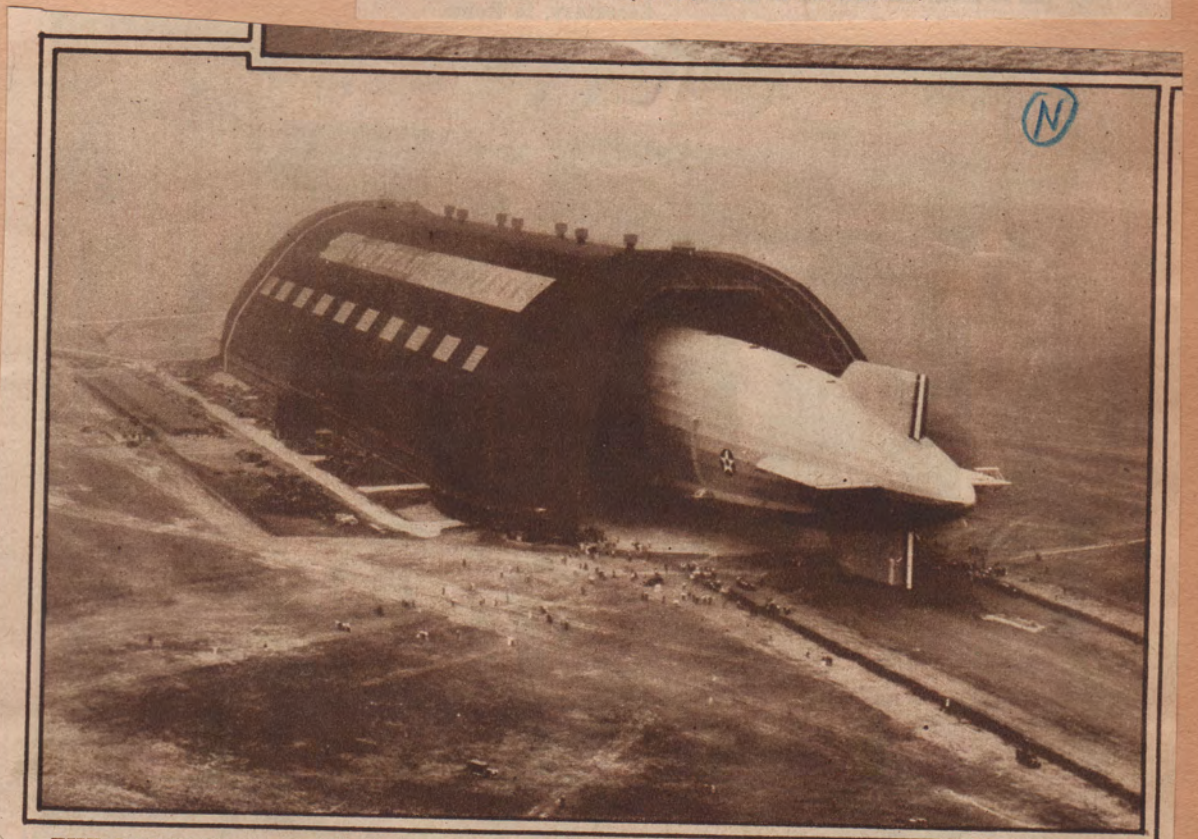
SCENE AT THE RACES in the course of army plane maneuvers.—When this picture was taken, one group of flyers had just passed the stands and another (seen in the photograph) was flying immediately in front of the crowd.







THE DELEGATES FROM FOREIGN COUNTRIES TO THE NATIONAL AIR RACES:  
 AVIATORS FROM EUROPE,  
 on Their Way to the Meet in Cleveland, Are Received at City  
 Hall by the Acting Mayor.  
 Reading From the Left They Are: Flight Lieutenant R. L. R.  
 Atcherley, Captain Boleslaw Orłowski, Lieutenant Alford J.  
 Williams, Lieut. Col. Mario de Bernardi, Acting Mayor Joseph  
 McKee, Oberleutnant Ernst Udet and Major Alois Kubita.  
 (Times Wide World Photos.)



THE LARGEST DIRIGIBLE IN THE WORLD LEAVES ITS HANGAR FOR THE FIRST  
 TIME: THE AKRON  
 Emerging From Its Shelter, Photographed From a Blimp Above the Field.  
 (Times Wide World Photos, Cleveland Bureau.)



NEW YORK WELCOMES THE MEN WHO  
 FLEW TO TURKEY: BOARDMAN AND POLANDO,  
 With Their Wives, on Board the Macom on Their  
 Arrival From Europe.  
 (Times Wide World Photos.)



BREATH TAKERS! Left to right are Lieut. Col. Mario di Bernardi (Italy); Capt. Boleslaw Orłowski (Poland); Lieut. Al. Williams (United States); Maj. Ernst Udet (Germany), and Maj. Alois Kubita of Czechoslovakia.

### *Seen at the National Air Races in Cleveland*

The pictures on this page were taken in course of the first five days of the races at Cleveland Airport. The races, still in progress, have introduced to the spectators a series of thrills, among them several "crack-ups" in the air or on the ground.

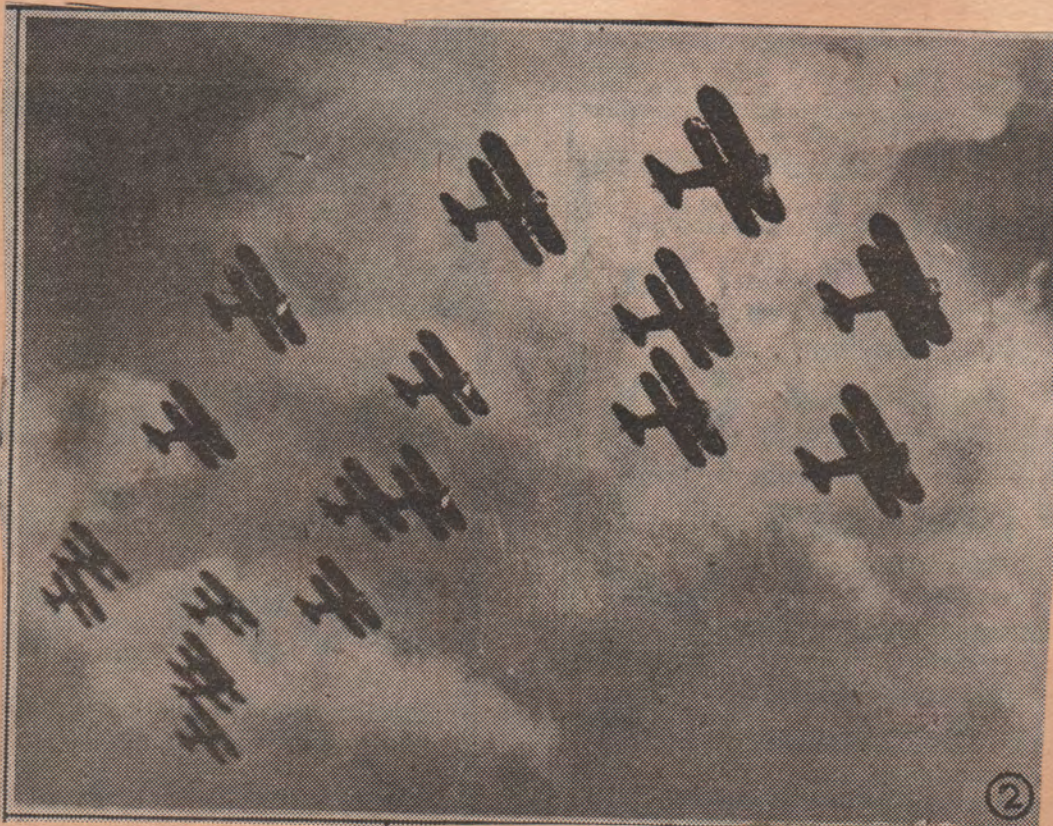


# Planes and Personalities in Spectacle

PRESS

AUG. 31, 1931

## With Sky as Stage at Air Races



Atcherley

### AIRPORT SKY GETS A REST—MICROPHONE DOESN'T

By ELRICK B DAVIS  
**L**IEUT. AL WILLIAMS' stunting was lost in the dusk Sunday at the 11th annual National Air Races at the airport, tho he and his international congress of stunt flyers were scheduled to do their stuff much earlier.

There seemed to be no good reason for the delay, unless it was in the interest of the air race restaurant concessionaires. Until Williams and his stunters had flown there was no excuse for going home for supper, because nothing exciting had happened since Lieutenants Sanderson and Brice collided during the marine squadron show which opened the day's program.

After Williams completed the show of the international stunters, Sanderson and Brice stunted brightly lighted planes to show that nothing can shake the nerve of a marine. Their cool parachuting to safety after their planes were wrecked had proved that.

Fortunately, the marine planes were stunting over the far edge of the airport field when Brice side-slipped a trifle in a corkscrew squirrel-cage formation, and Sanderson lost a wing knocking the tail off

Brice's plane, hurtling both machines to the earth.

That would have been exciting if it had not all happened so fast that it was all over before most people could realize what had happened. The whole affair could not have taken more than eight seconds.

**O**NE plan hit the Brook Park school house and crushed a cornice into a puff of dust. The village marshal had just cleaned out the parkers on the road in front and in the yard adjoining. So no one was hurt.

The other plane landed in a vacant lot. Ridgepoles of flanking houses would not have withstood the crash. Neither would the old brick house 30 yards from the school house that bumped Lieut. Brice's plane into complete wreckage.

But five hours after the marine planes cracked up, navy planes were performing much the same stunts over the grandstand. If there had been side-slipping with the resultant bump in that formation, there would have been no room in a newspaper for this story. It would all have been taken up by the casualty list.

If the marine planes had kept over the field, there would have been no damage to the Brook Park School.

The marine collision occurred when Flight Commander Sanderson was trying to tighten up the formation—in order, apparently, to bring it within the air field's limits.

Other planes stunted over the Airport grandstands Sunday between the marine and navy team shows, and the death-defying deviltry of the international stunters which followed. But not many.

The fact is that not much of anything happened between the marine and navy teams' exhibitions. It takes lots of planes and lots of flyers to fill a program stretched from 1 p. m. until after 9.

The intervals in the 11th annual air race programs are filled with radio announcements.

**F**ROM the "Arrival of the Transcontinental Air Derby for Men and Women from Santa Monica, Cal" to the "Men's Dead Stick Landing Contest," for example, there was about an hour of announcing and introducing.

The favorite announcement was: "Every ticket is good for both afternoon and evening — provided you do not leave the field. Make this a gala afternoon and evening. Feast at the airport restaurants, under and around the stands." Or

words to that effect. Feasting, not very sumptuous, cost no more than taxi fare to town. This reporter, not very hungry, ate for \$1.50.

Other announcements introduced an endless string of "good old so-and-sos" (male) and "nice little thus-and-thuses" (female)—mostly representatives of airplane makers (carefully named, with addresses) or parts makers (equally carefully indicated) or gasoline and oil dealers or requests that Mr. Glumph, who came to the air races driving such-and-such an auto, report to someone or other.

This may have been amusing. The crowd did not act as tho it thought so. There was a good deal of milling around. There was a good deal of room for the crowd to mill.

Two announcers got pretty hoarse with all of this before the sun went down, and Al Williams' circus of stunt flyers was released to tear the hearts out of the spectators at last—despite the time taken on the loud speaker apparatus for the persons introduced to answer their introductions, and the occasional responses from the stands to the plea that "everyone give someone or other a hand."





BOEING PURSUIT PLANES (Army) fly low to give Cleveland Airport visitors a thrill.

## FLYER INJURED IN DEAD-STICK LANDING CRASH

Pair Saved in Plunge Yesterday Lead Pals in New Stunts

Unperturbed by their own narrow escape from death yesterday and a crackup that resulted in the serious injury of a civilian flyer today, commanders of the red devil squadron of the Marine Corps led their men into the air today.

Lieut. D. H. Sanderson, commander and Lieut. W. O. Brice, his aid, led the fleet of nine ships, that was 11 yesterday, into the air after a session featured by brilliant stunting and speed dash racing by civilians. Sanderson and Brice "bailed out" of their planes, landing safely with parachutes, after their planes collided Sunday.

The ships used by the marines are Curtiss Hawks.

Precision maneuvers, featured by close formation tactics, were employed at the opening of the marine air circus. The nine flyers broke out of company front and executed a Lufbury turn. They then repeated the squirrel cage and follow the leader stunts that ended in the accident yesterday.

### Repeat "Crash" Stunt

The crowd was tense and silent as the marines stunted overhead. The snake dance ended in a triple squirrel cage maneuver. It was the third time that the stunt ever has been offered to the public. The first was Saturday and the second the ill-fated maneuver of Sunday.

The planes stunted thru the intricate patterns directly over the stands. It was pointed out that if an accident occurred immediately overhead the planes would drift back of the stands.

An accident occurred soon after the session began today. C. S. Reitzel, Akron, cracked up as he sideslipped in gliding toward the chalk circle and peg that marked the goal of the men's dead-stick landing contest.

### Wing Drags on Ground

As his ship sideslipped, a wing dragged ground. The plane did not turn over. It nosed forward. The landing gear was washed out and propeller broken. Reitzel, considerably shaken, with a gash across his forehead, got out of the plane unaided.

He was sent to the emergency hospital on the field. Physicians took five stitches in a scalp wound.

## RACE FANS SEE PLANE CRASH AT AIRPORT



Here's what happens when you sideslip in making a dead-stick landing. The plane in the above picture was being piloted by C. S. Reitzel of Akron when it nosed down. Reitzel (below) was treated at the field hospital. He suffered a cut on the forehead.

## SPEED, STUNT IN SKY TODAY DESPITE CRASH

Race Pilots Prime Motors for Tests Against Time; Marines Collide, but Live

### Plenty of Thrills

THE air races to date have provided plenty of thrills—some of them, like the crash of two marine planes yesterday—not on the program.

Perhaps the most amazing single item has been the slow flying of the German, Maj. Udet, who handles his plane almost as surely as if it were an autogiro, and, of course, with far more agility. He seems to have no difficulty in hanging motionless in the wind; he loops without power, he skims the ground tilted sideways with the same assurance as if he were flying straightaway on the level a mile overhead.

Some of the spectators yesterday were irked by delay in the late afternoon program. It was due to the long time consumed in the arrival at intervals of the air derby flyers from Akron, their last relay point before reaching Cleveland. There is no reason to suppose that there will be any delay at the future programs. The various events starting on the field have invariably been ready on time.

There is plenty of fine flying—such flying as this country has never before seen in one place. It represents a marked advance over what was considered masterly even two years ago. It should be seen by everyone who wants to know what is going on that is most fascinating and spectacular in this extremely spectacular period of the world's history.

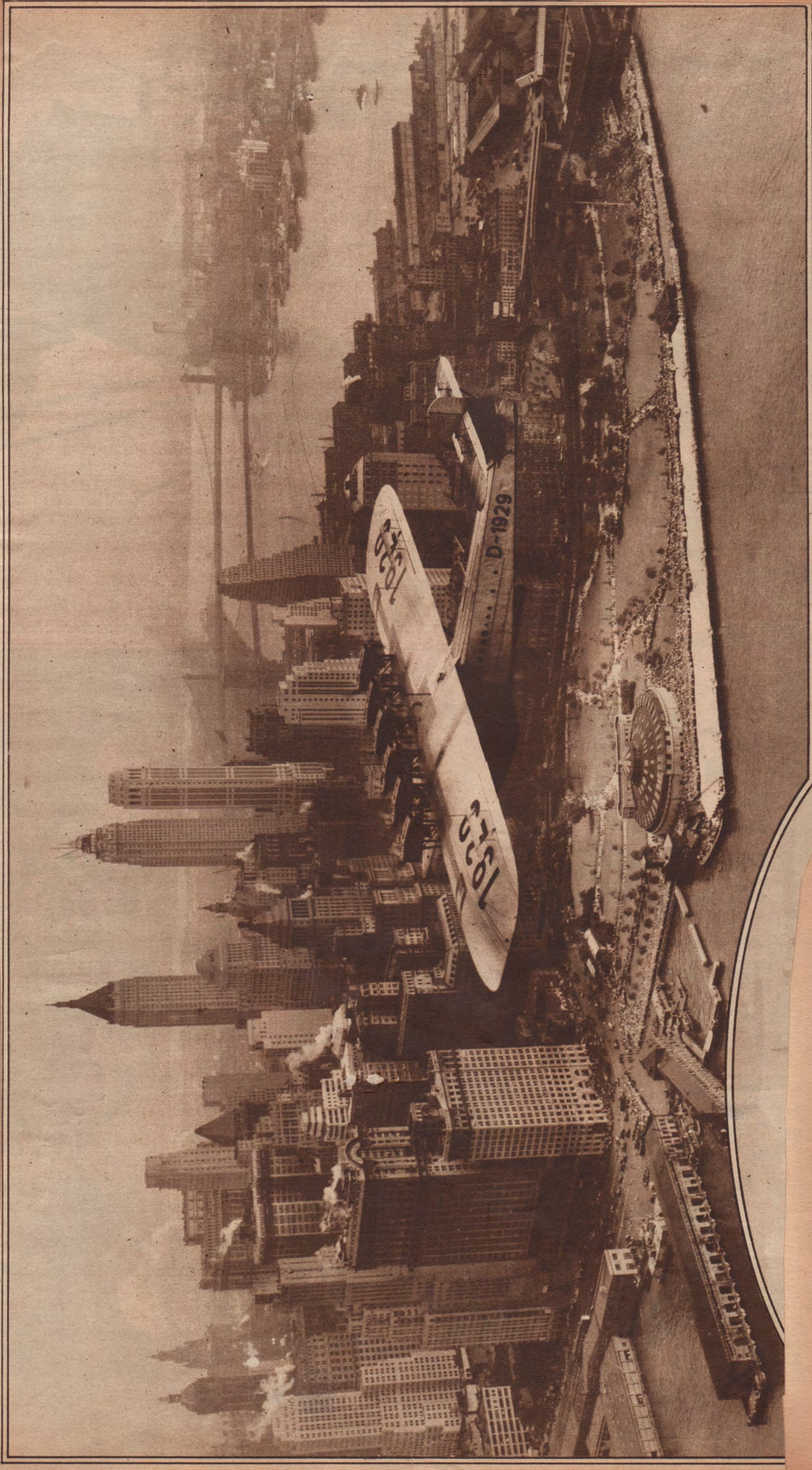
## SPEED IS KING AT AIR RACES TODAY; PLANES CRASH IN SKY

Dashes and More Maneuvers Are Scheduled; Marines Collide, Are Saved by Parachutes

Photo Gravure Section



**WOMEN**  
ir races. At  
tcherly with  
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ler's hospital  
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NEW YORK WELCOMES THE FIRST PASSENGER SEA PLANE FROM EUROPE: THE DO-X  
Flying Past the Skyscrapers, Photographed From an Accompanying Plane Before It Settled on the Bay Off the Battery,  
at the End of Its Flight From Germany to Rio de Janeiro and Then Northward to New York.  
(© Fairchild Aerial Surveys.)



VF-3  
USS LANGLEY

**ARMY AND NAVY WERE WELL REPRESENTED IN AIR SHOW**  
Group at left is made up of boys from the army in the Twenty-seventh pursuit squadron, commanded by Captain R. C. W. Blessley. At right are officers and men of fighting squadron No. 3, representing the navy in the air show.





# PAPER RAINCOATS GO LIKE HOT CAKES

"Flying Turtles" Turn Back in Rain, but Night Show Is Held.

BY ROELIF LOVELAND.

The Head Man looked down from a dark cloud at about 4:30 yesterday afternoon and saw that stocky little wizard, Maj. Ernst Udet of Germany, making an airplane sail like a bird.

The Head Man looked awhile while Udet put on his marvelous performance, and then he said to an assistant: "We got to do something about this. I let 'em get away with it when they invented the airplane, and you wouldn't say I haven't been patient, would you?"

"No, sir," said the assistant. "You've been mighty long suffering."

"I think I have," said the Head Man. "But look down. There's a man sailing just like a bird. I can't hear his motor. And it's things like that that upset the cosmic scheme. Now if he had been intended for a bird he would have been a bird."

"And you know," said the Head Man, "that it's things like this that get everything all mixed up. You never know where a thing like this is going to end. We got to do something. How about turning on a good hard rain?"

So He Turns on Rain.

So the assistant turned on the rain at Cleveland Airport about 5 yesterday afternoon before Lieut. Col. Mario de Bernardi of Italy had finished making a speech which followed a splendid flight.

The first gust of rain started an exodus from the stands, as the stands were pretty well filled yesterday. Purveyors of paper raincoats sold them like hot cakes—but the rain maker had done a thorough job. It swept in gusts, and the crowd continued to leave.

Announcers made a vallant stand. They insisted that the events would go on—and the army did go on, through extremely damp air.

The press boxes on top of the administration building soon were soaking wet. Newspaper men and officials sought to find shelter somewhere down the stairs. But alas—the building was new, and the boards hadn't yet swelled—and it leaked!

The governor of Ohio, who sat in the judges' box moved in under the balcony, and pressed close against the wall.

Army Flyers Turn Back.

The Flying Turtles—three daring army flyers—taxied out toward the center of the field to take off. And then, suddenly, they turned around and went back again. It might have been fine turtle weather a few minutes before, but it was rapidly developing into first class fish weather.

Ruts were filling up with fater—and the canvas top on part of the press section was leaking. The shape came out of suits and hats.

Officials were making a brave stand to keep up the morale of the spectators. They asked for music—and got it from somewhere.

But the rain was a rain. The few persons who had tried to sit it out under umbrallas and raincoats got discouraged. They moved back under the main portion of the stands, or got into their cars. Announcers pointed out that this would be a good time to eat, and many ate. Many left for home—but a great many didn't leave. They were interested

Dry Rags on Hand.

The announcers declaimed that a lot of nice clean dry rags would be available in the event the rain stopped, and they gave a few tips on how to make a dry chair out of a wet one. But even while they were speaking the rains descended and beat upon that place, and, since there was nobody in sight to address, the announcers grabbed up their mikes and coats and addressed themselves to shelter.

A reporter went back to rescue a telephone, and the dripping press box

was deserted, save for one man. He was a little chap, and his cap and clothes were now shapeless masses. The rain beat down his neck and dashed against his eyes. His hand was covered by a rubber sheet—and beneath the sheet his fingers were sending out dots and dashes. He was Harry C. Sharpe, of the Postal Telegraph Co., and he was sending out news.

About 6:30 the Head Man looked down at the deserted stands, and at the chattering figure of poor Mr. Sharpe, who was still filing copy, and he said to his assistant: "Well, Pete, I guess you might as well turn it off. I don't believe that Maj. Udet will do any more smart tricks tonight, and I'd hate for that poor telegrapher to get pneumonia." So the rain was turned off and they went on with the night show.

## RACER SETS 267 M. P. H. AIR RECORD

Beats Al Williams' Time by .6; New Englander Hits 286 Clip in Trophy Trial.

FLY HERE FROM COAST IN BENDIX DERBY TODAY

Four, Including Doolittle, Will Keep on Course to New York.

BY JAMES D. HARTSHORNE.

The fastest airplane ever seen at the National Air Races was flown four times over the one-mile straight-away speed course at Cleveland Airport by Lowell Bayles yesterday at an average of 267.342 miles an hour.

On his fastest dash downwind Bayles was clocked at 286 miles an hour. An average of the speed on two laps upwind and two downwind is used to offset the influence of the wind.

Bayles, who lives in Springfield, Mass., was flying a special Gee Bee plane with a Wasp motor in a qualifying trial for the Thompson Trophy Race when he made the record, which exceeds by six-tenths of a mile the ocial American speed record of 266.67 held by Lieut. Alford J. Williams.

An audience of 20,000 witnessed the setting of a new unofficial American speed record. They did not see, however, the emergency parachute jump which Lieut. Thayer S. Olds, 27, of the First Pursuit Group made over Bay Village when his plane became unmanageable as the pursuit group flew out to meet another squadron of the group flying here from Selfridge Field, Mount Clemens, Mich., for Army Day.

Lands on Sidewalk.

Olds' plane landed on a sidewalk along Lake Road, while he came down in Lake Erie 50 feet off shore.

In another mishap at the airport yesterday morning, Oliver Morard, 18, of 13980 Lake Avenue, Lakewood, broke a leg when the rudder of his glider was torn loose in the rough air while he was flying at an altitude of 25 feet.

Rain which fell in torrents shortly after Lieut. Col. Mario di Bernardi of Italy completed his unusually brilliant performance at 5:30 p. m. drove the spectators from the stands and brought the program to an abrupt close.

Arrival of the seven nationally- (Continued on Page 5, Column 5)

## FLIES 267 M. P. H., SETS NEW RECORD

(Continued From First Page)

known pilots who are scheduled to take off early this morning at Los Angeles in the Bendix Derby will be the high spot of today's program. The first of the racers is expected to dive across the finish line here about 4:30 p. m. in the competition for \$15,000 in prize money and the Vincent Bendix trophy.

Four Will Keep On.

Four of the seven entrants—Maj. James H. Doolittle, Walter J. Hunter, Harold S. Johnson and Beeler Blevins—announced last night at Los Angeles that they would continue on to New York, after completing the Derby here, in an effort to beat the transcontinental record of 12 hours, 25 minutes and so earn \$2,500 additional prize money posted yesterday by Bendix for the contestant breaking the record.

The other entries in the derby are Lou Relchers, Capt. Ira Eaker and James Hall.

Formation flying by twelve Martin patrol boats of the navy will be another feature on the program, which also includes a number of fast closed course events and the usual supporting numbers of individual stunting, service plane maneuvering and autogyro demonstration.

The patrol boats, first to be seen here, were flown from Norwalk, Va., arriving here late yesterday after an overnight stay at Rockaway, N. Y. They are moored in Lake Erie off Edgewater Park Yacht Club.

The patrol boats are divided into two squadrons, one commanded by Lieutenant Commander Kneffler K. McGinnis and the other by Lieut. George Compo. All twelve are attached to the U. S. S. Wright.

Sensation of Day.

Bayles' performance in his little low-wing Gee Bee special speedster was easily the sensation of yesterday's program. Spectators sat entranced watching it dash past the stands in a long streak of green and white. When the announcement of the unofficial record was broadcast the applause for Bayles was generous and enthusiastic.

Bayles may attempt to set an official American speed record later in the present meet by driving his speedy ship over the three-kilometer (mile and seven-eighths) straight-away course that has been laid out at the airport. Electrical timing, photographic recording and other requirements of the National Aeronautic Association have been seen to in case Bayles or any other pilot decides to take a crack at Lieut. Williams' official mark.

Bayles was one of the busiest pilots at the races yesterday, taking part in a closed course race in another plane and putting a stunting exhibition in the course of the afternoon.

Stopped by Rainstorm.

In the qualifying mile dash for women entered in the Aerol trophy race, Joan Shankle of Fort Sill, Okla., averaged 166.569 miles an hour in a Lockheed Sirius with a Wasp motor. Trials of Glodys O'Donnell, Maud I. Tait and Opal Kung were postponed by the sudden rainstorm.

## UDET IS 'LINDY' TO AIR RACE CROWDS

German Ace Gets Big Hand; Polish and Italian Pilots Do New Stunts.

BY RALPH J. DONALDSON.

Ernst Udet, German wartime ace, is the Lindbergh of the 1931 air races.

This statement may stir up a lot of international jealousy, but the fact cannot be disputed that the crowds have attended the races so far have received the most thrills from the daredevil capers performed by this man who is credited with shooting down 62 Allied planes during the World War.

Two years ago it was Col. Charles A. Lindbergh who fired the enthusiasm of the spectators, although his plane didn't look any different from others in the air, and although just as spectacular flying was done by other pilots.

The other members of the international team are just as good pilots as Udet, and the stunts they perform are just as difficult, but the spectators simply go for Udet in a big way. He doesn't fly a fast plane, but one which is extremely maneuverable and has much more stability than the faster ships, and for this reason he can do things close to the ground which the faster planes cannot do with safety.

The crowd seems to enjoy most the stunt with which he closes each exhibition—shutting off his motor at about 1,000 feet and making three loops and landing with a dead stick. This really isn't a hard stunt to perform in the right kind of ship. It is much more spectacular to people who know how to fly to see Udet take off and fly across the field with one wing almost scraping the ground. The slightest air bump or mistake in judgment would wash out his plane in an instant.

Lieut. Col. Mario di Bernardi, Italian flyer, yesterday celebrated Ital-

ian Day at the races by introducing a new stunt. He turned his plane over in a complete slow roll just after his wheels left the ground on the take-off. Ordinarily a pilot wants to be sure of plenty of speed or altitude, or both, before he rolls.

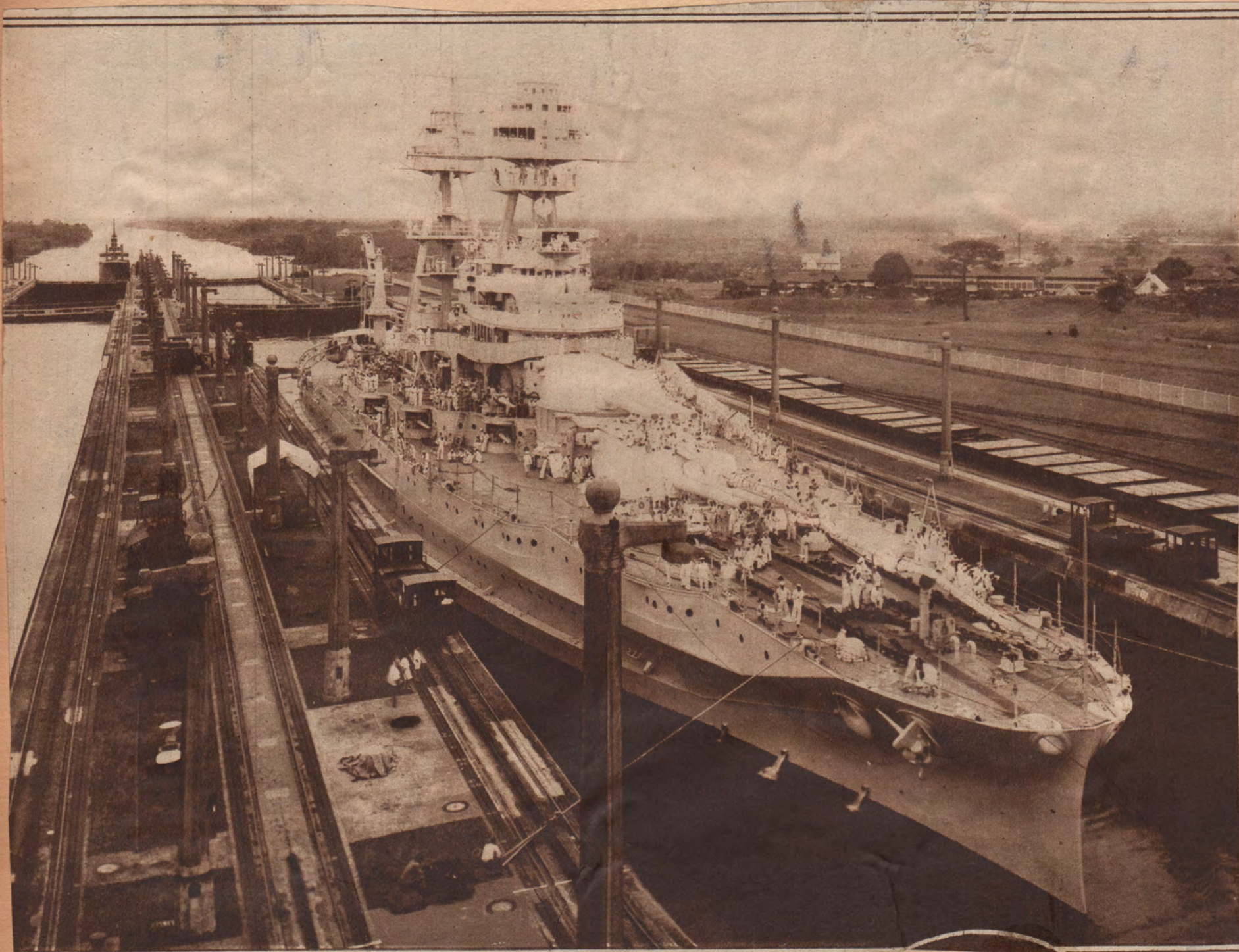
Capt. Boleslaw Orłinski of Poland also introduced a new stunt which was one of the most beautiful maneuvers seen at the races. This was a series of right and left spins which must have put a tremendous strain on his plans. He first made two spins in one direction, snapped into a straight dive and immediately started spinning in the opposite direction, continuing the process for about 1,000 feet.

Al Williams, the American speed king, gave another wonderful exhibition, flying according to directions he received from the ground by radio. United States Senator Hiram Bingham, president of the National Aeronautic Association, took over the microphone from Cy Caldwell and said to Williams:

"Al, just to show these people that your radio control stunt isn't framed in advance between you and Caldwell, I'd like to have you do a loop, cutting the grass in front of the grandstand."

Whereupon Al dived to within 25 feet of the ground and made a beautiful loop.

# 267 MILES AN HOUR



THROUGH THE WATERWAY WHICH DIVIDES TWO CONTINENTS: THE ARIZONA  
Passing Through the Gatun Locks of the Panama Canal Bound From the Atlantic to Join the Fleet in  
the Pacific. (Times Wide World Photos.)

(N)

## Good Luck Breaks At Cleveland Race Events

By ERNIE PYLE  
*By Scripps-Howard Newspaper Alliance*

CLEVELAND, O., Sept. 3.—The luck of the national air races seems to have run out.

Wednesday the races were postponed for the first time in four years. It rained all day, and it looks as if it might keep on raining.

Furthermore, attendance at this year's show, now in its sixth day, has been very disappointing. The meet, unless something happens to bring out the crowds, is doomed to financial failure.

The grandstands and bleachers on the huge Cleveland airport

were built to accommodate about 60,000 persons. But the total attendance of all five days so far hasn't been more than 100,000.

There are a number of reasons for the poor attendance. One: The general hard times. Two: The length of the meet, 10 days, and which many consider too long. Three: The rise of aviation out of the unusual into the commonplace, with a resultant tapering off in public enthusiasm.

It is sad but true, that a fatal crash or two brings out the crowds in droves the following day. That was convincingly illustrated at Chicago last year. There have been no deaths at Cleveland.

←

← !

# Saluting Race Crowd on Army Day



**GLIDER RECORD  
HOLDERS HERE**

## Fans Missed Tex Rankin's Close Shave

WITHOUT knowing it, the crowd watched a close call late Monday. Tex Rankin, derby flyer in the 1929 races, was up in the air stunting. He was flying upside down in an outside loop, about 1,000 feet up, when his stabilizer came loose. He couldn't nose up and he started slipping for the ground. Just about 300 feet up he flopped over his plane and got into a straightaway when his exhaust pipe came off. That made a dead-stick landing necessary. But he came down without any of the crowd being the wiser.

## AMATEUR ACES HOP THURSDAY

Salute! Part of the three-squadrons—45 planes—of the 36th Pursuit Squadron of the army air corps is shown in the center picture flying past the flagstaff at the center of the National Air Race grand stand yesterday, which was Army Day.

Inset (right) is Lowell Bayles, who set an unofficial American airplane speed record of 267 miles an hour over the straightaway speed course.

Inset (left) is Bayles and his Gee Bee speedster, snapped as he sped at 286 miles an hour on the downwind dash over the speed course.

CLEVELAND PLAIN DEALER

## Downpour Clears Skies at Airport, Also Stands

Despite Paper Raincoats and Assurances of Announcers, Crowd Scurries for Shelter.

## CANCEL DAY'S RACE PROGRAM

Rain Causes Postponement;  
Double-Header Tomorrow.

### BULLETIN

Heavy rain today caused cancellation of the National Air Races. Clifford W. Henderson, managing director of the races, announced that the events scheduled for today will be fitted into the program before the races end Labor day. There will be a "double-header" tomorrow with an earlier start.

By A. H. Roberts.

Bulletlike speed was the talk of the National Air Races today.

With the first taste of intense speed offered yesterday by Lowell Bayles, 31-year-old flyer from Springfield, Mass., spectators today chafed at the postponement again of the long-distance air dash from California.

It was the lure of speed itself, however, which kept the seven pilots officially entered in the Bendix trophy race on the ground at United airport, Burbank, Cal. They are awaiting the best possible weather in order to try to break Captain Frank Hawks' transcontinental records of 12 hours and 25 minutes.

Bayles already has crossed the Cleveland airport faster than any other man. Yesterday he touched 286 miles an hour over the measured mile course, in one of the four dashes to qualify for the big speed event, to be run off Labor day.

CLEVELAND P

## Completes Second Flight From Germany to U. S.

Von Gronau Lands in Chicago After Flying Northern Route.

CHICAGO, Sept. 1.—(AP)—Capt. Wolfgang von Gronau, German trans-Atlantic flyer, completed the first scientific flight between Germany and Chicago over the Northern Circle route tonight.

The flight, however, was von Gronau's second over the route. Last year he flew from Germany to New York.

Von Gronau brought his huge twin-motored flying boat, the Greenland Wal, down on the surface of Lake Michigan at 6:10 p. m., six hours and ten minutes after he took off on the last lap from Long Lake, Ont.

Only a few hundred aviation enthusiasts and civic leaders witnessed the conclusion of the flight. Von Gronau and his crew, Co-Pilot E. Zimmer, Radio Operator F. Albrecht and Mechanic F. Hack, were taken to a hotel for a formal reception.

The flight finished today was begun Aug. 9 from the Island of List Sylt on the north seacoast of Germany. Stops were made in Iceland, Greenland and Canada to study weather conditions and gather other data for possible establishment of regular air service over this route.



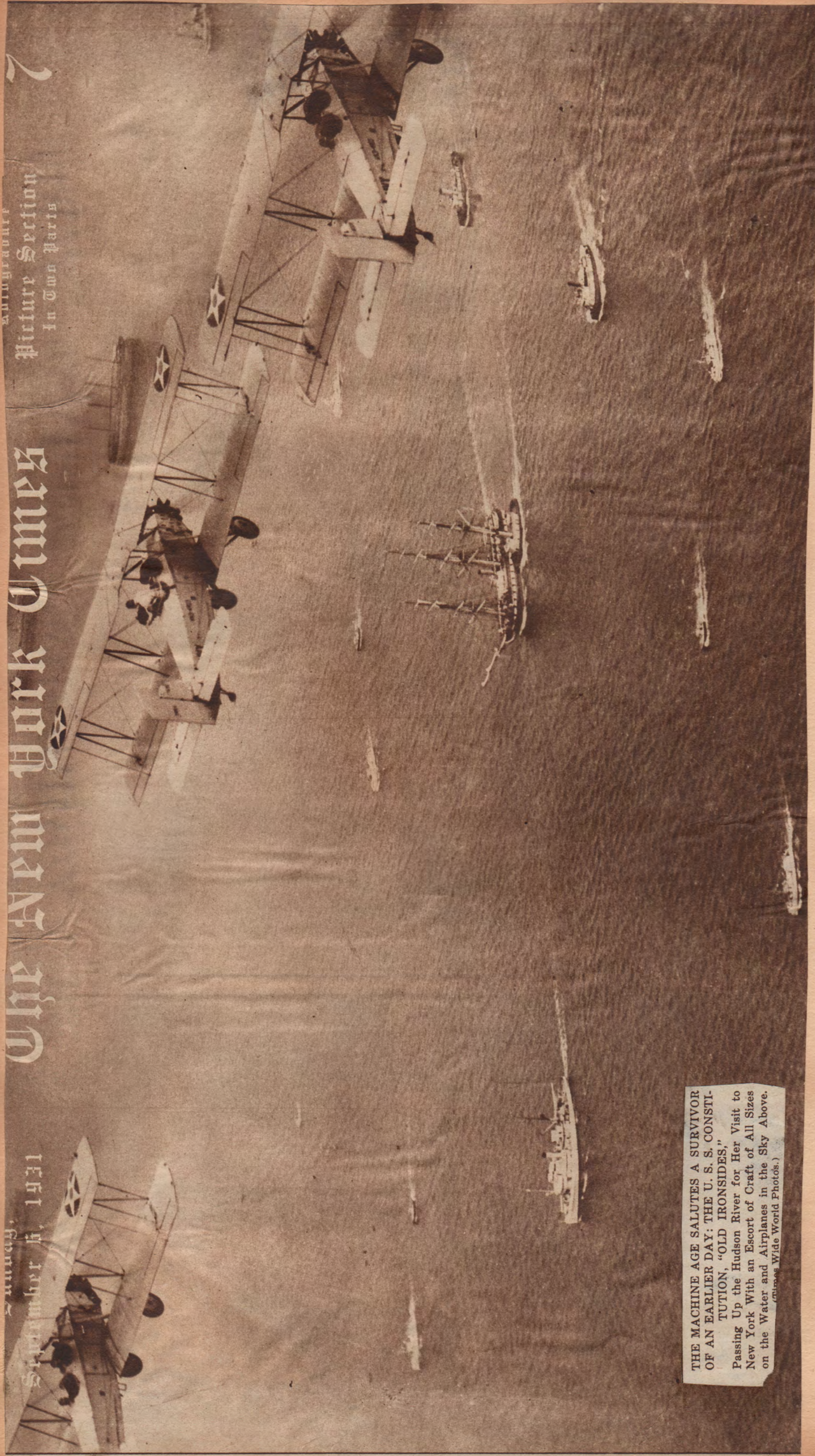
WIDE WORLD PHOTO  
CAPT. WOLFGANG  
VON GRONAU

September 11, 1931

# The New York Times

Picture Section  
In Two Parts

2



THE MACHINE AGE SALUTES A SURVIVOR OF AN EARLIER DAY: THE U. S. S. CONSTITUTION, "OLD IRONSIDES," Passing Up the Hudson River for Her Visit to New York With an Escort of Craft of All Sizes on the Water and Airplanes in the Sky Above. (Courtesy Wide World Photos.)

(2)

**Now the Army!**

Now the Marines are looping in sections, three sections of three planes each following each other around in a big circle, with one section of planes always at the bottom of the circle, another at the top and a third somewhere in between. They're doing a different kind of a loop now, each section of three planes being in a straight line.

It looks like a huge paddle wheel churning the sky into foam. After getting a few more loops out of their systems, the Marine pilots are landing.

Heads up, here comes the army. They're like a flock of wild ducks, 36 planes in formation about 3,500 feet up, approaching the airport from the north. The whole 36 are diving in front of the grandstand. That ear-splitting noise alone ought to be enough to strike terror into the hearts of the enemy, if any are lurking hereabouts.

After flying over the grand stand several times to make sure that everyone knows they are here, the army planes are forming the letters A C which stand for air corps.

Now the army has split up into two groups. One is diving on the grandstand and the stand on which this typewriter is resting is vibrating from the indescribable roar. The other group is playing that popular follow-the-leader game at a higher elevation.

These army planes flew in from Selfridge Field and after giving a demonstration over downtown Cleveland arrived at the Airport exactly on time for their scheduled perform-



4—Lieutenant Thayer S. Olds, who had to "ball out" near Dover, with Major George H. Brett (left) and Major Gerald E. Brower (right), his commanding officers.

**CRASHES COST ARMY \$125,000**

Three Marine Corps Planes Lost in Accidents

The Air Races have cost the United States over \$125,000 in airplanes to date. This is the figure military men place on the four ships that were lost in crashes.

The Marine Air Corps has lost three planes, two during a mid-air collision Sunday, and one on the way here. The planes were purchased by the government two years ago and are Curtiss Sea Hawks.

They cost approximately \$35,000 apiece.

The Boeing Fighter lost by the Army Air Corps cost \$25,000 when purchased four years ago. It has greatly depreciated in value since, army men point out.

Then there was the parachute used by Lieut. Lawson H. Sanderson in saving his life Sunday. It was torn when it caught in his ship. This cost the government \$300.

It was pointed out at the airport that all of the accidents which have occurred here and cost so much in dollars might have happened at the various bases from which the service planes come.

**ARMY BUYS 71 PLANES, MOTORS**

War Department Awards \$2,571,757 in Contracts

By United Press

WASHINGTON, Aug. 29—Contracts for 71 airplanes and 29 engines to cost \$2,571,757 were awarded by the War Department today.

The contracts were distributed among five aircraft and engine manufacturers.

Five types of planes were included in the contracts—observation, amphibian, transport, bombardment and pursuit.

The Wright Aeronautical Corporation was awarded the contract for 92 engines and spare parts costing \$726,540.

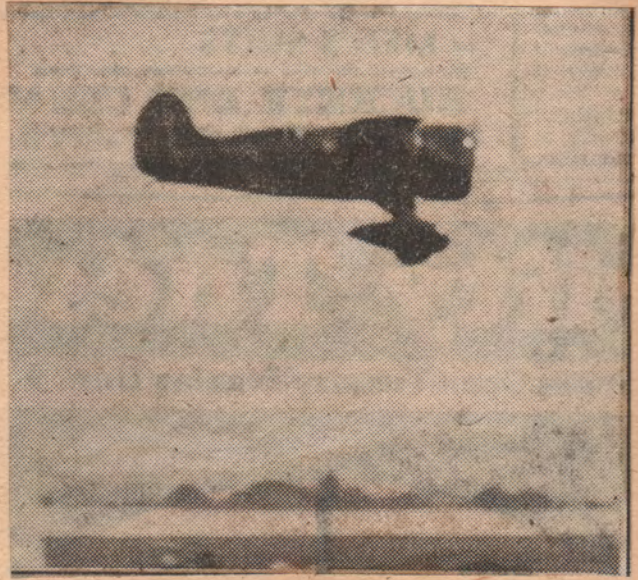
Other contracts were awarded as follows:

Douglas Aircraft Co. Inc., Santa Monica, Cal., six observation planes, spare parts, \$358,784; American Airplane & Engine Corporation Farmingdale, Long Island, four transport planes, spare parts, \$85,408; Boeing Airplane Co., Seattle, Wash., seven bombardment planes, spare parts, \$696,324; Curtiss Aeroplane & Motor Co., Inc., Buffalo, N. Y., 46 pursuit planes, spare parts, \$704,629.





—Jimmy Doolittle Jr. and Mrs. Doolittle watching him come in.



MAJOR JAMES H. DOOLITTLE TODAY IS KING  
and here are some scenes of his transcontinental triumph

### Doolittle's Triumph

**J**IMMY DOOLITTLE, by virtue of yesterday's astounding flight from coast to coast, ranks as the new speed king of American skies. Twenty-four hundred miles in approximately 11 hours and 15 minutes—an average unofficial speed of 219 miles an hour, with the stops thrown in for good measure. Here was a flight which truly deserved the appellation "epoch-making."

Winning the prized Bendix trophy for the Burbank to Cleveland distance, Doolittle must also be recognized as the coast-to-coast record holder, supplanting the famed Hawks, whose mark was 12 hours, 25 minutes 3 seconds. Hawks, it is true, covered a slightly longer course in finishing at Roosevelt field, whereas Doolittle dropped down at Newark. But Doolittle flew coast-to-coast and, it is estimated, could have covered Hawks' course in but seven minutes more.

The Clevelanders who joined together to provide the plane for Doolittle in this event, said to mark his final appearance as a racer, may feel amply repaid. Doolittle has responded with a performance which is not likely to be bettered—by much—for some time to come.

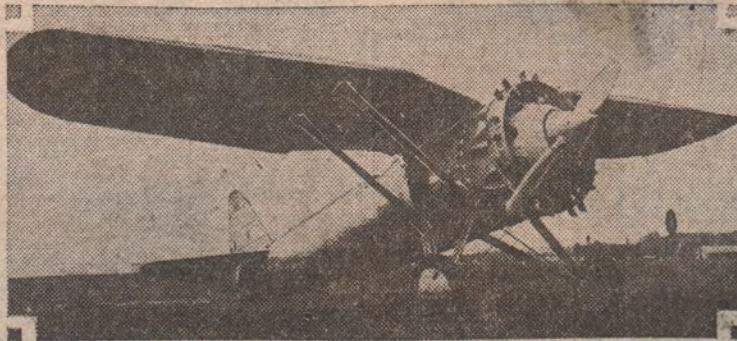


# Part of Year's Greatest Air Show



## Here's Polish-Made Ship

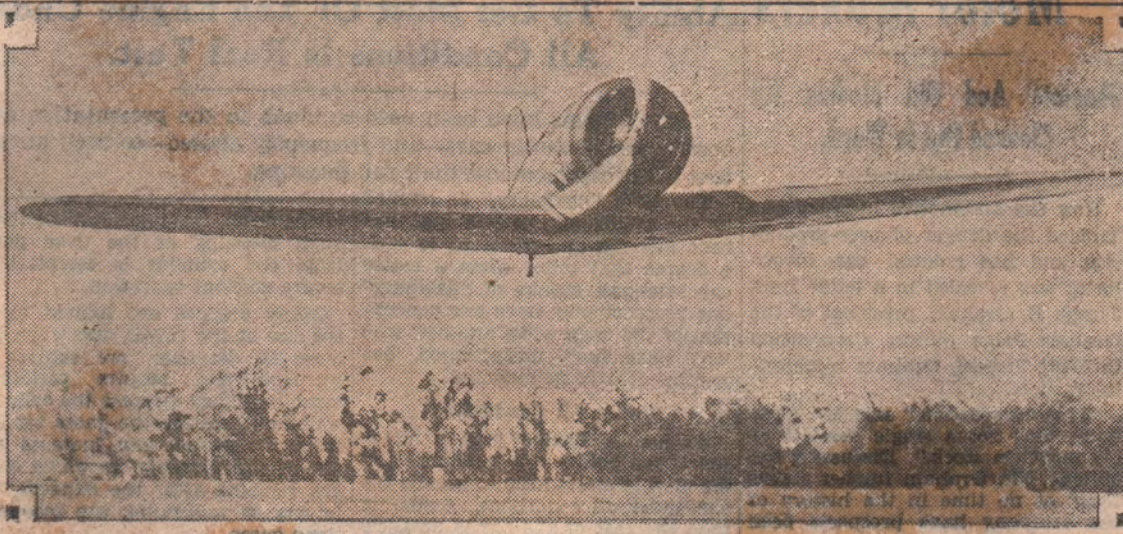
MACHINE SENT HERE FOR COMPETITION



**T**HIS is a Polish pursuit mono-plane and was made entirely in Poland. It is being flown each day over the airport during the national air races. Captain Boleslaw Orłinski is the pilot. He's one of Poland's leading aviators. He was sent here as a member of the international flying team. The plane is all metal and has a top speed of 191 miles an hour.

## Where's This Plane's Landing Gear?

NEW TYPE DEVELOPED IN DETROIT GIVES SHIP STRANGE LOOK



**T**HE new type retractable landing gear developed by the Detroit Aircraft Corporation as pictured on this Wasp powered Lockheed Sirius is one of the interesting features of the Cleveland National Air Races.



**Americans Handicapped.**

A number of spectators have wondered why the American pilots don't do such hair raising stunts close to the ground as the foreign aviators. There are just two reasons for it—military regulations and a difference in the type of planes.

The army, navy and marine corps flyers are not permitted to stunt at all, as stunting is generally known, and they are not permitted to do any of their maneuvers, except straight formation flying, under 1,500 feet. But the maneuvers which the American military flyers perform require just as much skill as the individual exhibitions given by Atcherley, Maj. Ernst Udet of Germany and the other foreign flyers.

In fact, there is a greater display of skill in the American army, navy and marine exhibitions than in the individual stunting of the foreign pilots, because the same degree of skill is required from each member of a formation. In some of the exhibitions, where nine, twelve and sixteen planes are bunched together in a close formation, one slip on the part of any one pilot would break up the entire formation and possibly result in two or more planes colliding in the air.

(N)



"WHAT A GLORY HUNG ABOUT HER": THE U. S. S. CONSTITUTION, "the Ship That Was a Navy," Arrives in New York Harbor Where She Last Put in as a Fighting Ship in 1881.



# 50,000 SEE

# BAYLES WIN RACE

By A. H. Roberts.

Making a maximum speed of 234 miles an hour, before a crowd estimated at 50,000 people, Lowell Bayles, Aurora, Ill., flyer, won the 50-mile chief speed event of today's National Air Race program.

This victory was won in his yellow Gee Bee super-sport plane which attained a top speed of 267.342 miles an hour in previous tests at the airport.

Bayles, entering the race at the last minute, flashed across the starting line in third place but took the lead before the first 10-mile lap had ended, a lap which saw three of the six racers out of the race because they could not keep up the pace.

#### Flyers Become Confused.

The race, first to be run over the newly-established 10-mile course, resulted in confusion which officials took some time to straighten out. Some of the flyers, they said, had gotten off the course, due to misunderstanding, and had started to fly the five-mile course instead.

and O'Donnell at the helm. Marines, led by Lieutenant L. H. Sanderson of Sunday crash fame, put on a spectacular exhibition between two of the races, flying nine planes in intricate and thrilling formations. Major Udet, German ace, duplicated his hair-raising stunts of previous days.

#### Atcherley Thrills Again.

Flight Commander R. L. R. Atcherley, stunt flyer extraordinary, made an unscheduled flight today and put on another exhibition of dare-devilry that made many in the crowd look away. Scraping first one wing, then another, on the ground, he surpassed his "grass-cutting" tactics of yesterday.

Some straight through instead. Nine large cabin seaplanes flying in beautiful formation over downtown Cleveland and the airport, today proclaimed the fact this was "Navy day."

The nine flying boats, the watchdogs of a long stretch of Atlantic seacoast, are not in their element inland, theoretically speaking, but they made the long trip from Rockaway Beach, L. I., without incident, despite bad weather and stiff head winds that cut their speed down to a mere 50 miles an hour. One hundred miles of their trip afforded no chance at all for "landing" on water—and these planes have no wheels.

Commanded by Lieutenant Commander Kneffler McGinnis, the flying boats soared over the city and then headed for the airport for more formation flying, which brought the crowd to its feet. Built to be engines of destruction, they have their element of beauty, too, when flying in the precise fashion that navy orders call for.

"Navy day" events were to be witnessed by Trubee Davison, assistant secretary of war, who was to fly here from Washington to be a guest of honor for the day.

#### Thrill for Tonight.

Tonight is to mark spectacular flying by 12 "Striking Eagles," navy land planes, equipped with pyrotechnic flares.



Admiral Moffett and Mrs. Moffett (below) have been the center of many semi-public and small affairs during their visit here. Admiral Moffett will be honor guest and speaker at the dinner dance Friday evening, which the Betsy Ross Corps organization of licensed women pilots will hold in Hotel Statler.

## INGALLS TO BE TOASTMASTER

Supper Tonight Ends Automotive Engineers' Convention.

David S. Ingalls, assistant secretary of the navy for aeronautics, will be toastmaster tonight at a supper for members of the Society of Automotive Engineers.

The navy and marine land planes also put on a show in the afternoon, while last night twelve navy pursuit ships gave an illuminated night flying exhibition.



## 50,000 SEE AIR SPEED DASHES

Record Crowd Attends Navy "Double-Header"

By JULIAN GRIFFIN

Attracted by the promise of speed and the "double-header" program for Navy Day, 50,000 spectators filed into Cleveland Airport today for the National Air Races.

The crowd was the largest for any single day at the current meet and approximates the biggest day of the 1929 festival.

The navy's "Striking Eagles" took the air for maneuvers. The flying sailors passed over in review while David S. Ingalls of Cleveland, assistant secretary of the navy for aeronautics, navy day guest of honor, watched from a box in the stands.

They looped in formation, the first time 12 planes ever were looped at once in Cleveland. The flyers "opened up" for their chief. They formed four squirrel cages at once over the south end of the field. Flying in echelon, they maneuvered for an imaginary attack on the circle directly in front of the grandstand. Their acrobatic stunts were dazzling.

#### Marines Stir Crowd

The marines gave a rousing exhibition. Their corkscrew squirrel cage was as tight, if not tighter, than last Sunday when a mid-air collision interrupted their formation.

They looped in echelon formations. A squirrel cage of sections was next on their bill of fare. After this they climbed out into a triple squirrel cage with an Immelman on top of the loop.

A line of triple three-plane stacks came over the field. They peeled off into a triple squirrel cage, then reformed, turned left and went into a nine-plane Lufbury circle. Continuing their amazing performance, they turned into a follow-the-leader "snake dance," their imaginary guns always on the tail of the plane in front.

Lieutenants L. H. Sanderson, commander, and W. O. Brice, who joined the caterpillar club Sunday when they saved their lives with parachutes after colliding, were presented gold emblems of the marines following the demonstration of their squadron.

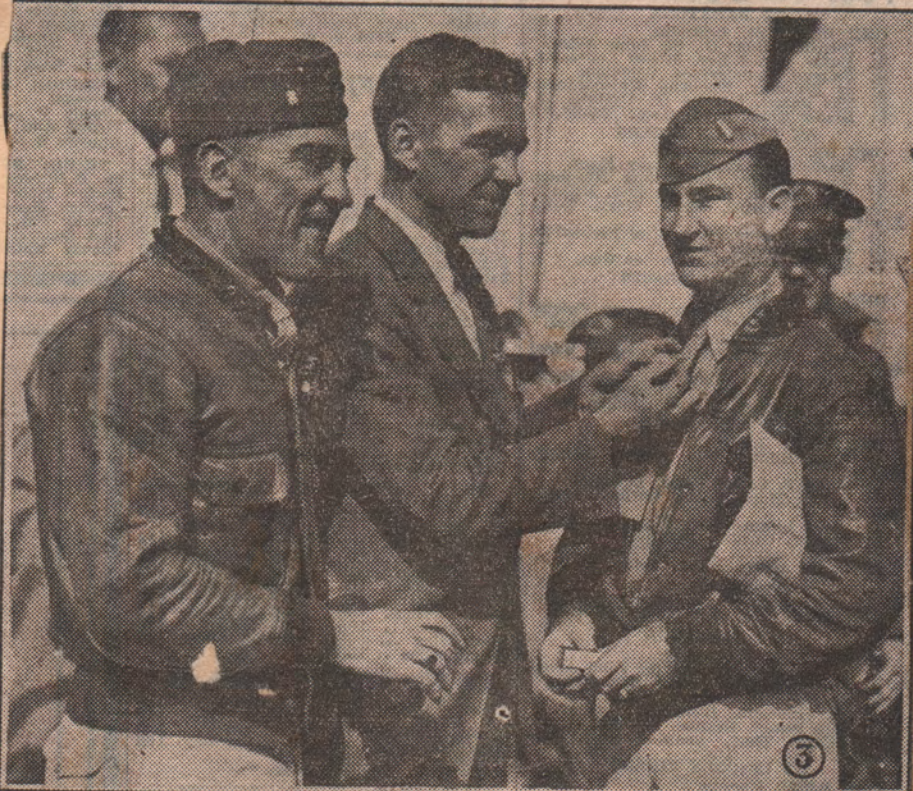
It was an impressive sight for the early spectators when the nine navy flying boats that arrived here Tuesday from Norfolk, Va., flew over the airport in formation, inaugurating Navy Day.

#### Planes Carry Five

It was the first time the twin-motored craft, without wheels, have been this far inland. The patrol boats are on long-distance coast patrol duty. Each plane carried a pilot, a machine gunner, a radio operator and two mechanics.

The navy boats are assigned to the U. S. S. Wright at Norfolk. They are commanded by Lieut. Commander Kneffler K. McGinnis and Lieut. George Compo. Their base here is in the lake off Edgewater Park.

# r Drew 53,000 Spectators



water (No. 4): Ensign A. E. Loomis (left), Lieut. D. S. Cromwell (center) and Lieut. Robert S. Puris (right).

The marine flyers again grabbed the military spotlight. The "Devil Dogs" put on an almost flawless exhibition of formation flying that won lusty cheers from the stands. The army remained on the ground out of respect to Navy Day.

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About 30,000 spectators remained for the night program, which was featured by the navy's "Striking Eagles," who illuminated the skies with flares attached to their planes.

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THE NEW YORK TIMES, FRIDAY, SEPTEMBER 4,

1931.

## FLIER CLIPS WING AT 215-MILE SPEED

Robert Hall Guides Crippled Plane Out of Fastest Cleveland Race of Day to Land Safely.

### LIVINGSTON WINS 3 EVENTS

Illinoisan Takes a 50-Mile and Two 30-Mile Dashes—Stunt Fliers Again Thrill Crowd.

By LAWREN D. LYMAN.

Special to The New York Times CLEVELAND, Sept. 3. — Rob

### Day Dedicated to Poland.

This sixth day of the national air races was dedicated to Poland and the navy. Lieut. Commander K. K. McGinnis led a formation of Cyclone-powered twin engine Martin flying boats across the field and put the big machines through a series of stately and dignified formations. Next the Marines, flying their Curtiss seahawks, led by Lieutenant L. H. (Sandy) Sanderson, went aloft and fairly outdid themselves in the bewildering variety of their formation loops and snake dances.

The twelve navy fliers, the striking eagles from the Langley, led by Lieut. Commander John E. Ostrander, ended the navy's program with the thrilling four-way bombing dive, in which all twelve planes crossed the circle in the centre of the field, diving from four directions.



## SAYS NEW ALTIMETER ENDS FLIERS' FOG PERIL

Viennese Engineer Submits to Tests Device Registering All Rises in the Ground.

Special Cable to THE NEW YORK TIMES. BERLIN, Sept. 3.—A new altimeter which by indicating the altitude of one plane above the ground instead of above the sea level will make it possible to fly safely through fogs without danger of hitting hills was demonstrated at Tempelhof Airport today to a small group of newspaper men.

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# INGALLS TO ASK ADDED FUND TO BETTER PLANES

## Tells Automotive Engineers of Proposals He Will Submit to Congress.

David S. Ingalls, assistant secretary of the navy for aeronautics, will ask the next Congress for additional funds to carry out experimental work for the improvement of airplane and motor design, he had declared today.

The greatest needs of aviation today, Ingalls declared at a banquet of the Society of Automotive Engineers at Hotel Statler last night, is increased reliability and economy of operation in motors, and improved design of plane surfaces and propellers.

"I hope to ask for increased funds that may be used in fostering improvement along scientific lines of planes and motors," he said.

### More Economy Needed.

"A great need is increased economy of operation of aviation motors. They use too much gas and oil now, and if they are made to run cheaper, more people will ride in planes.

"As for plane design, it seems to me that our planes now look too much like the planes of 15 years ago. We're getting better motors, but we need a corresponding improvement in design."

"The future of aviation," said Senator Hiram Bingham, aviation authority, "depends on how thoroughly we realize the limitations of scientific truth and of the human personnel in flying. We have been developing machines faster than human beings. Human beings must be developed in efficiency as rap-



No. 3—Assistant Secretary of the Navy Ingalls decorates Marine Lieutenants Sanderson and Erice. No.

(3)

**Debt Owed to Engineers.**  
"To our engineers we must acknowledge a debt of thanks for making possible such feats as those of Post and Gatty and for keeping America first in the air. Further progress must be the product, not of sensationalism but of sober methodical scientific development."  
The banquet brought together several hundred national figures in automotive and aeronautical engineering in an informal "Dutch supper" which wound up a five-day convention for the S. A. E.

## Why It Was Day of Rare Thrillers



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(2)



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NO. 1—One of the "crazy flying" stunts of Flight Commander Richard L. E. Atcherley of Great Britain, who stole the show at yesterday's National Air Races.  
NO. 2—Flight Commander Atcherley.  
NO. 3—Plane and 'chute jumper have near collision in the parachute jumping contest.

## ATCHERLEY PLOWS FIELD IN STUNTS

**BY RALPH J. DONALDSON.**  
A record-breaking National Air Race crowd of 53,000 late yesterday saw Commander R. L. R. Atcherley of the British air force give a demonstration of how to come as close as possible to smashing up an airplane without actually having a smash.  
Atcherley, who was a member of the 1923 British Schneider cup team, went up (but not very far), in a Curtiss Fledgling, a two-seater training plane, which is one of the slowest on the field and which apparently was built to withstand rough usage.  
He flew most of the time with either a wing tip, one wheel or his tail skid scraping the ground, sometimes all three. Once he made a complete circuit of the home pylon with one wheel touching the ground. With a droll sense of humor, he had painted ovals on his wheels so that they looked from the grand stand as if they wobbled and were about to come off.

## DO-X COMMANDER VISITS CLEVELAND

Capt. Hammer Inspects  
Zeppelin Akron; to See  
Air Races Today.



# "Air Force Blue" Flies Silver Siskins to Glory

## Canadians' Planes Are Old, but Bombing Tricks Are New as Rainbow Glows.

BY ROELIF LOVELAND,  
Air Force Blue.

Not very blue, and not very gray. Sort of worn. Sort of worn like the five Siskin fighting planes which came to Cleveland yesterday with the Canadian Royal Air Force.

The United States customs inspector was right on the job at Cleveland Airport. He stood in a puddle beneath the dripping canvas on one floor of the administration building and looked at clearance papers, and took names and addresses.

The customs inspector made the Canadians prove that they were here. But if he'd only waited he'd have known it. It couldn't have been anybody else.

Maybe he didn't want to do it very much, but a job's a job. So the customs inspector looked over the boys, and wrote down things in a book.

### He Just Looks Mild.

Squadron Leader H. W. Hewson in Air Force blue. A mild looking man with black mustache, a ruddy face and a calm manner. Mild? "He's got a temper like—like something," said a Canadian.

Flight Lieutenant William I. Riddell in Air Force blue. Never saw a squarer jaw. Started flying in 1917. Out for a while, but back for the last seven years. Red faced. Comes out of a loop two feet from the ground—and never bats an eye.

Flying Officer Ernest A. McNab, ruddy face, clear eyes, about 5 feet 6 inches tall, soft spoken, one of Canada's aces. One of the most loved members of the C. R. A. F. He says with a twinkle: "We won't be able to do as well as they did two years ago, because you see the planes are older. They've been obsolete in England for some time. Oh yes, they were the finest planes in the world in 1925. They were named for an African bird. I just learned this a few days ago."

More of 'em in Air Force blue, not very new and not very old.

Flying Officer Ralph C. Hawtrey—slim, young, clear-eyed. One of the stars, though he can't be much over 20.

Flying Officer Joseph A. Gobeil, another kid, slim.

### Boss of the Outfit.

Wing Commander Lloyd Breadner, with another square jaw. Clearly aggressive. Director of the R. C. A. F. Boss of the boys who wear Air Force blue.

Another chap about 5 feet 6. Gray eyes cold as ice. Name, Jack A. Boret. Job—flight lieutenant (pronounced leftenant). A member of the Royal Air Force of England, but in Canada on exchange. Sort of an exchange professor. He has been flying since 1915. He brought the

Ford tri-motor transport job to Cleveland Airport.

Some years back when all the world was fighting, Jack Boret commanded the flight that bombed Cologne. Then the British war minds decided that it would be a fine thing if the Royal Air Force bombed Berlin. Plans were made for the ships to start. Super Handley-Pages. No plans were made for meeting them when they came back to London, because no one figured that would be necessary. And Jack Boret, whose gray eyes are cold as ice, was informed that he was going to boss the job. But the war ended—and so Boret's still walking around.

### Civilians, Too.

Some civilians, too—part of the Canadian contingent. T. M. (Pat) Reid, tour leader of the Canadian Air Pageant, flying a Puss Moth. He went up in Siberia to give a chap named Bleson a lift recently. He's a "rough country" pilot. He's nervous in a crowd.

Geoffrey O'Brien, another. He flew during the war. Yesterday he flew a Puss Moth.

Another. W. J. (Jack) Sanderson, president and general manager of the Fleet Aircraft of Canada. He served a year in the infantry during the war, put in two years in the Royal Air Force, and when he got home after it was all over but the financial depressions he was only 19 years old.

Three of 'em took the air. Hewson, with the mild looking face and the reputed temper.

McNab, who discovered that the Siskins were named for an African bird.

Hawtrey, the slim youngster.

### Old, But Good.

The planes were battleship gray, the tails striped with blue, white and red, and the red, white and blue circle of the Royal Air Force contrasted with the familiar United States insignia, the white star with the red center in a blue circle.

A rainbow appeared in the north as they took off, and the sun came out—and they flew.

They came tearing down from the sky and dived straight at the earth. They came down in formation and missed the earth by fifteen feet. Hewson led and McNab and Hawtrey followed him like expert dancers. They sailed off to ard the rainbow and then they came roaring back. The leader pointed his nose down. Converging bombing, the announcer called it. They came from all directions.

Somebody hollered: "There's your show."

Well, their planes may be old, but you must admit that they put on a beautiful show. The three wearers of Air Force blue, going like three red devils.



6—Canadian flyers, H. W. Hewson and R. C. Hawtrey, left to right.

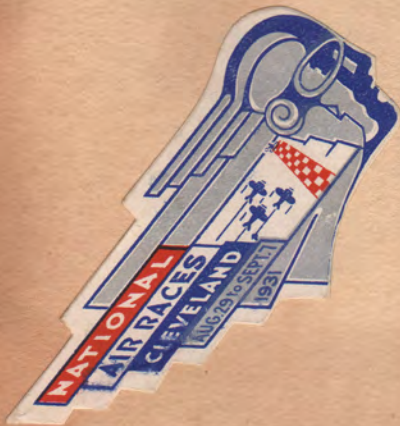


MRS. JAMES DOOLITTLE, wearing a real broad smile, as she watched her husband arrive first in Cleveland yesterday in the Bendix Derby.



PILOT ESCAPES INJURY. Pilot Earl Smith discharged two passengers from New York at Logan Field, Baltimore, Md., when the motor of his plane acted badly. He then ascended to determine the fault, when the motor failed before the ship gained altitude. The plane crashed into a house.

Associated Press Photo.



# LANDS AT AIRPORT AGAIN

BURNS UP AIRWAYS AT FOUR MILES A MINUTE



## EXTRA WINS \$15,000 BENDIX RACE, THEN BREAKS HAWKS' RECORD

### BULLETIN

Major James H. Doolittle, winner of the \$15,000 Bendix trophy race from Burbank, Cal., to Cleveland, and new holder of the transcontinental flying record of 11 hours and 10 minutes from Burbank to Newark, N. J., arrived in Cleveland at 6:42 p. m. from Newark. He had flown approximately 3,000 miles since 4:35 a. m.

His flying time from Newark back to Cleveland fulfilled his boast, made as he left Newark, "I'll be in Cleveland two hours from now."

### BY A. H. ROBERTS

Jimmy Doolittle, the "Flying Hellion," flew across the United States—from the Pacific to the Atlantic—in 11 hours 10 minutes and 10 seconds today.

By so doing, he cut one hour and 10 minutes from the transcontinental speed record set by Captain Frank Hawks in 1930.

And then, as though he hadn't done enough flying for one day, Doolittle took off once more for Cleveland. Leaving Newark at 4:47 p. m., he declared he would be in Cleveland two hours later. "And I'll push on from there to St. Louis and home yet tonight," he yelled, as his plane roared away.

Doolittle's feat constitutes the fastest trip a human being has ever made from coast to coast. Doolittle—Major James H. Doolittle—was one of the contestants in the Burbank, Cal.-to-Cleveland \$15,000 Bendix trophy race, a feature of the National Air Races.

He won this race, zooming across the country from Burbank to Cleveland in 9 hours, 10 minutes, 21.2 seconds to be declared winner of the race. His average speed was around 225 miles an hour.

He landed here on his west-to-east flight at 1:50 p. m. "Boy! Am I happy?" he shouted to his wife as he came down to win the race and to refuel.

"You look it," she shouted in return, as Jimmy took her in his arms and kissed her.

Jimmy Doolittle, one of the world's greatest air Vikings, flashed across the American continent for a new speed record today. The photographs above were taken during Doolittle's brief stop before the cheering

crowd attending the National Air Races at the airport. Jimmy is seen hurriedly refueling his ship at the upper left and at the right he is back in the cockpit ready to take off. A moment later his plane was roaring away into the east, as seen in the picture below.

Two hours later Doolittle set his little Laird Solution down in the airport at Newark to be declared the breaker of Captain Hawks' record of 12 hours 25 minutes and 3 seconds.

Hawks set up this record when he beat another record Colonel Charles Lindbergh had established. A transcontinental one-stop flight of 14 hours 30 minutes.

Briefly describing his trip while his plane was being refueled at Newark, Major Doolittle declared he had not caught as much as one glimpse of any of the seven other ships in the Bendix trophy race with him.

He said he left Burbank at 4:35 a. m. instead of at 4:40 a. m., as dispatches had announced.

"My motor worked beautifully," he said. "I averaged about 225 miles an hour with it and at one time on the Bendix route hit a speed of 240 miles. That was between Kansas City and Cleveland. Just before landing at Newark, while circling the airport, I was making 250 miles an hour for a moment."

plane at Newark and was coming back to Cleveland.

The crowd settled in their chairs and decided to wait for Jimmy.

Although the times announced were unofficial it was believed certain that Doolittle would be credited officially with having beaten Hawks' record by more than an hour.

Hawks, when he broke the Lindbergh record, flew from the Pacific coast to Roosevelt field, New York, a slightly longer trip, which probably would have required from six to seven minutes more flying time than the flight Doolittle made, ending at Newark.

However, the Doolittle transcontinental trip was made in an hour and 10 minutes less than the Hawks

Continued on 7th Page, 1st Column

## FLYING STARS GIVE AIR RACE CROWD THRILL

Doolittle Hits 272-Mile Clip  
in Speed Dash; Moore  
Close on Heels.

GLIDERS IN NEAR CRASH

Eustis Wins 'Blue Blood' Derby;  
Post and Gatty Acclaimed;  
Hawks Due Tomorrow.

### BULLETIN

Robert Hall, flying the Gee Bee plane in which Lowell Bayles has flown 286 miles an hour, decisively defeated Ray Moore's "Mystery ship" late today in the 1,000 cu. in., 25-mile dash. The Gee Bee averaged 184.35 miles an hour and Moore's plane, seemingly out of adjustment after the first lap, averaged 173.527 miles an hour. Other contestants were distanced.

By A. H. Roberts.

Jimmy Doolittle, Dorothy Hester and Ray Moore, outstanding pilots, all three, provided the air race crowd, nearly a capacity audience, with thrills aplenty late today.

Doolittle, in his one-mile dashes, using the same ship in which he made aviation history yesterday; Miss Hester, in more stunts, during which she almost collided with three gliders, and Moore, flying his mystery ship, San Franciscan No. 1, powered with a magnesium alloy motor.

Moore, taking to the air unexpectedly, sent his plane around and around the field at top speed, its silver sides gleaming in the sun. He was not clocked but he seemed to be hitting a tremendous clip.

Major James H. Doolittle late today had delighted the crowd at the National Air races with four one-mile speed dashes. Although he set no new marks, his watchers were as much edified as though he had. The speed was attained with the same motor that flew his ship yesterday.

He made an average speed of 255.345 miles an hour, it was announced. His little green and yellow Laird Solution plane, identically the same as it was yesterday when he won the Bendix trophy race and set a new transcontinental record, hit a top speed of 272.934 miles an hour with the wind and one of 238.410 miles an hour against the wind. The test fell considerably short of Lowell Bayles' average for four dashes, slightly more than 267 miles an hour.

Major Doolittle loomed as a strong contender for a new American and world's landplane speed record, should he choose to make another attempt tomorrow, and it was believed that he, as well as Lowell Bayles, the Springfield, Mass., speedster, will take their racing planes over the three-kilometer straightaway to set a new record.

### Has New Motor.

Jimmy's little Laird Solution biplane is to have a new Wasp Jr. motor installed to replace the one which took him across the continent yesterday in 11 hours and 15 minutes, and the plane then will be able to approach 300 miles an hour.

Jimmy is retiring from speed competition after the air races, having reached the ripe old age of 34. He is carrying out his wife's wish.

Doolittle and his backers, the Cleveland Speed Foundation, Inc., a nonprofit group of sportsmen, were \$10,000 richer today, for Jimmy won \$7,500 first prize in the Bendix

Continued on 2d Page, 5th Column

THE CLEVELAND NEWS

# ittle Holds Air Race Sp



### And to Cleveland for Dinner

JIMMY DOOLITTLE wasn't satisfied with breaking the speed record between Los Angeles and New York. He had to fly back to Cleveland for dinner to round out the day. Then home to St. Louis to bed.

What a day!

Used as we are to the idea of speed in this generation, 11 hours and 11 minutes still seems like something miraculous as travelling time across this continent.

Allowing for three or four minutes difference between their respective terminals at New York, it still leaves Doolittle's time well over an hour better than Frank Hawk's previous record of 12 hours and 25 minutes.

Jimmy Doolittle, the greatest flyer in the world! He has been called that before, for different reasons. Well, there is one more reason to call him the greatest flyer in the world now.

Cleveland is glad to have him as a guest of the city again.

**Willie Vocalite  
Attends Races**



**MEETS CELEBRITIES**—Willie Vocalite, Westinghouse electrical robot who performs for air race crowds, today greeted Winifred Spooner, England's premier aviatrix, courteously, if not warmly. Willie has spent a busy week talking things over with celebrities. Miss Spooner is here to watch the 1931 classic.



LAND PRESS  
**AIDS REFUGEES**



**NEA**  
Capt. Yancey S. Williams (above), commander of the Yangtse River patrol in China, is director of naval relief activities in the inundated city of Hankow. Flood waters have reached a mark of nearly 60 feet and it is Capt. Williams' first duty to save the 1574 Americans in the stricken area. He is an officer in the U. S. Navy Asiatic fleet.

**Parachute Jumper Breaks  
Leg at Airport**

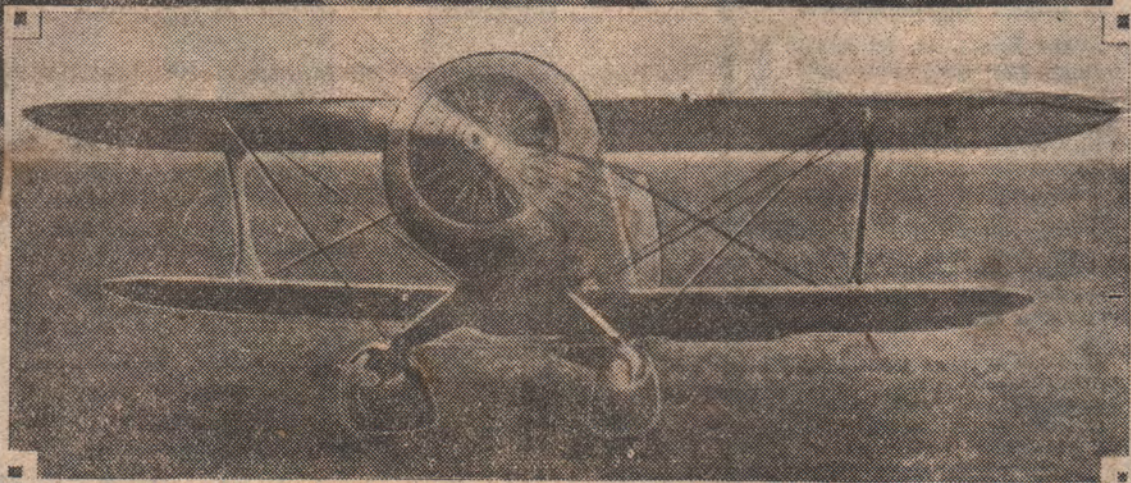
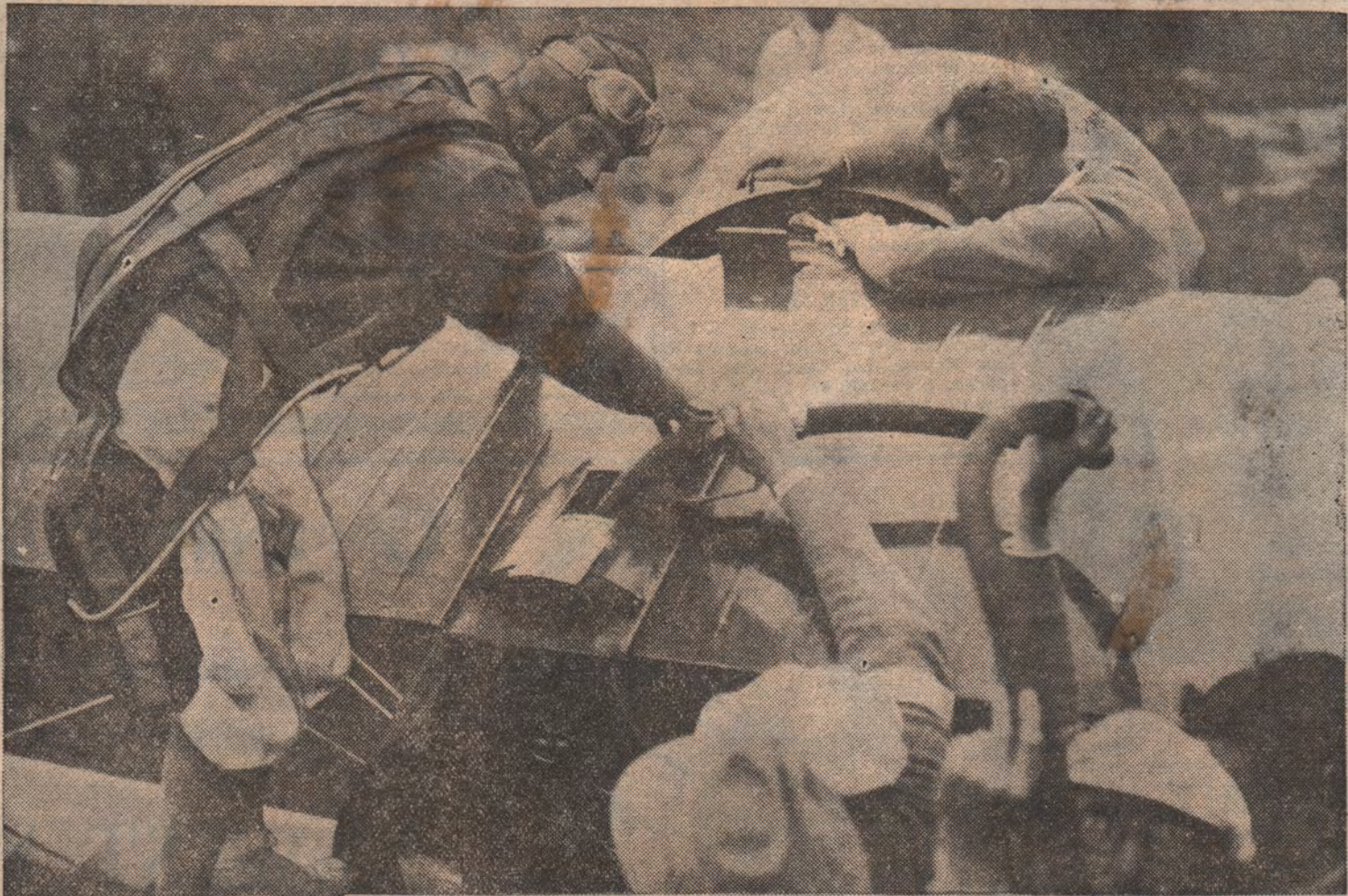


# DOOLITTLE SETS

# COAST - COAST

# MARK,

*Doolittle Stops Here, Flies on to Record*

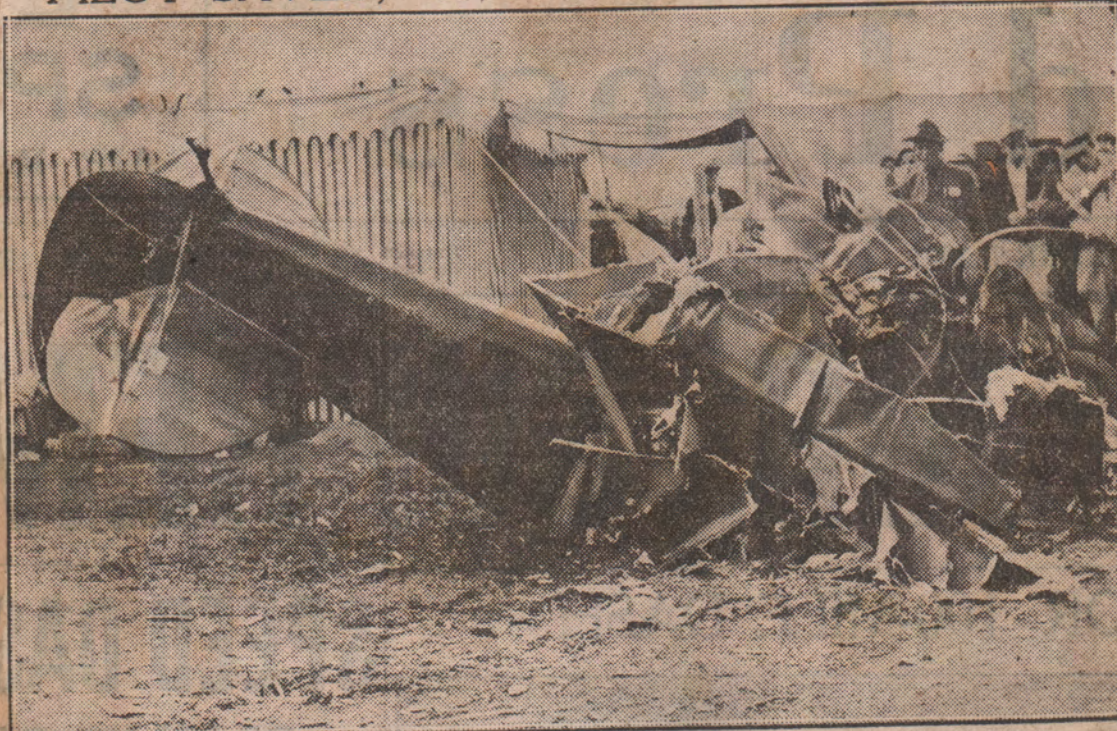


**CRACKS COAST-TO-COAST MARK**—Major James H. Doolittle late today landed at the airport at Newark, N. J., after zooming across the continent from the Pacific coast in 11 hours 10 minutes and 10 seconds, cutting down the transcontinental record of Frank Hawks by more than an hour. Doolittle landed in Cleveland at 1:50:21 p. m. on his coast-to-coast flight, coming here from Burbank, Cal., in 9 hours 10 minutes and 21.2 seconds to be declared winner of the Bendix \$15,000 trophy race. He was to fly back to Cleveland airport this afternoon. Inset is the ship he flew.





PILOT SAVED, 'CHUTE OPENS AT 50 FEET



Walter Hunter, Robertson, Mo., aviator who was forced out of the Bendix derby Friday at Terre Haute by gasoline line trouble developed the same trouble when he reached Cleveland. His ship caught fire yesterday over the airport while he was traveling 200 miles an hour only 300 feet

above ground. He bailed out and his parachute opened only 50 feet above ground. Hunter was burned, but he landed safely. His plane, shown above, smashed back of the grandstand. It was the lowest altitude parachute jump, except a drag-off, on record.

HAWKS FLIES HERE TO GREET DOOLITTLE

Congratulates Victor on New Speed Mark; Calls Own Plane "Ancient History"; Sees Races Today

By NORMAN SIEGEL  
**T**WO speed kings of the air met yesterday at the Cleveland Airport when Capt. Frank Hawks, American ace, clasped hands with Jimmie Doolittle in greeting for the latter flyer's victory in establishing a new transcontinental speed record last week.  
 "Congratulations. There is no one in the world I would rather have seen break my record than you," Hawks said, smiling from ear to ear.  
 "That sure is a great ship you have there," said Hawks, eyeing Doolittle's fast Laird. Looking over at his own tiny Travelair which has carried him 74,000 miles to many speed records, Hawks continued: "That's ancient history now, but if a couple feet were cut off its wings, it might give your ship a race."  
 Hawks was very interested in the

instrument board on Doolittle's plane. For in speed, flying instruments are vital.  
 Hawks arrived at the air races from his fishing camp near Concord, N. H., flying the distance in 3 hours and 45 minutes.  
 It was only yesterday that he had heard of Doolittle's flight which beat his record by more than an hour. As a result, Hawks has no immediate plans for attempting to regain the transcontinental speed record.  
 Altho Hawks' plane is capable of a speed of 234 miles an hour, he will not enter the Thompson trophy race today, but has chosen to follow it with a pair of binoculars. Hawks was one of the favorites in the race last year, but was forced to land after the third lap when exhaust gas from his motor seeped into the cockpit, nearly gassing him.

## FAIL IN 2 ASSAULTS ON AIR SPEED MARKS

Miss Tait Misses the  
Mark Only by Mile  
and a Half.

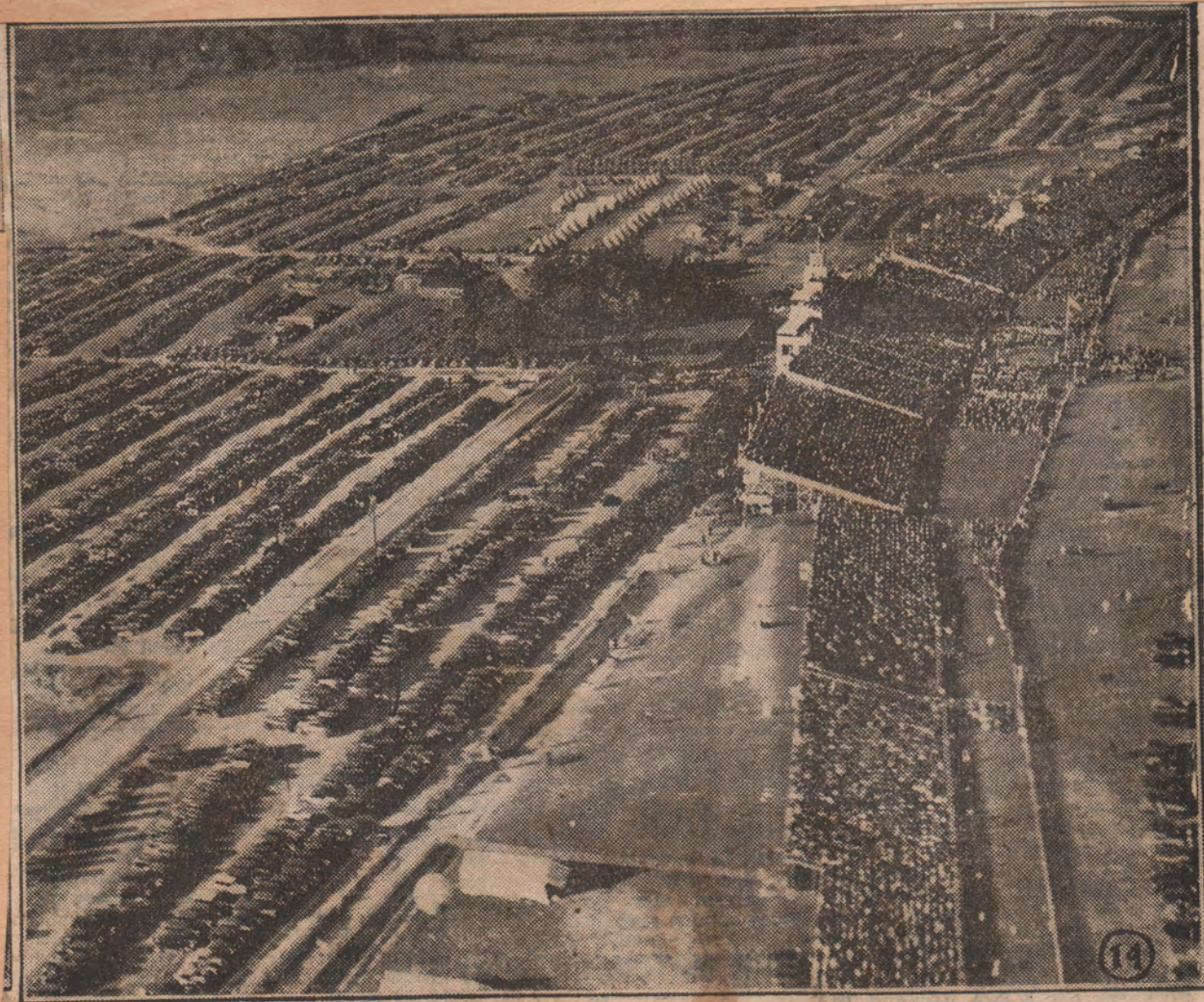
Cleveland, O., Sept. 8 (AP).—World and American speed records for land airplanes for men and women withstood the assaults of J. R. Wedell of Patterson, La., and Miss Maude Irving Tait of Springfield, Mass., at Cleveland airport today.

Miss Tait failed by only one and one-half miles an hour to equal the women's world and American record of 210.64, held by Miss Ruth Nichols, New York society girl, but Wedell fell far short of both world and American marks.

Wedell, flying the Wedell-Williams special speed plane in which he won second place yesterday in the Thompson trophy one hundred-mile race, climax of the national air races, averaged 243.290 miles an hour late today in four dashes over the official three-kilometer—one and seven-eighths mile—course. They made two dashes before a five-mile wind and two against.

The world land plane record was set in 1926 by the late Adjutant Bonnet of France, at 278.8 miles an hour. The American record was set the same year by Alford Williams, then a lieutenant in the navy, at 266 miles an hour.

Miss Tait, piloting a tiny Gee Bee monoplane built in her home town, averaged 209.12 miles an hour in two dashes, one with and one against the wind.



...RK. (14) An air view of the thousands in the stands and their autos parked behind.



AERONAUTICS

At Cleveland

Lieut. Ernst Udet was, next to Baron von Richthofen, the highest German ace in the War. He brought down 62 Allied planes, earned the nickname "Wasp" for his habit of attacking one plane in a squadron, escaping before the others could reach him. Now called "Flea" for his energetic hopping about Europe, baldish, blue-eyed Herr Udet resumed his waspish characteristics on the first day of the National Air Races at Cleveland last week.

The meet opened on the west side of Cleveland's Municipal Airport, divided in two for the occasion. There were tunes by a prodigious band, elaborate parades of civic and social organizations. Presently the first covey of stunt flyers, a team of Europeans assembled by onetime U. S. Navy flyer Lieut. Alford J. Williams, took the air. Going past the stands, Wasp Udet shot out of formation as the other planes landed, climbed almost perpendicularly, turned on his side, dropped till his left wing seemed to brush the ground, climbed again, rounded the field upside down at a height of 200 ft., cut his motor and made a perfect landing after three loops and a barrel-roll. This was the best stunting of the day. Lieut. Williams ended the display by flying a triangular course upside down around the field, executing two snap rolls and a vertical figure eight.

Less precarious but equally amazing were the feats of a fleet of autogyros, flying in formation for the first time on record. Piloted by Amelia Earhart Putnam, Louis A. Yancey and others, the "windmills" flopped vertically into the air, aided by a 30-m. p. h. wind, and descended the same way. The first day's program completed, the flyers settled down to ten days of racing and stunting which were to be climaxed by the Thompson Trophy Race, prime speed test for U. S. planes.

Next day nine Marine planes were doing "coiled-spring" loops in single file across the sky. Suddenly there was a terrific crash, loudly audible to the crowd 2,000 ft. below. Two planes, piloted by Lieuts. L. H. ("Sandy") Sanderson and W. O. Brice, had collided. As their planes fell, the crowd heard Lieut. Emile Chourre, standing before a microphone on the field, calmly broadcast the event as if it were part of the entertainment. Said he: "Keep your seats everybody and watch for the boys to come out. Two of them will shortly join the Caterpillar Club. Here they come. There's one, and now—there's the other. Everybody's all right. Chutes opened as scheduled and they will soon be down looking for more planes."

But everybody was not yet all right. Sanderson, his shroud line caught in the wrecked plane, dropped 1,000 ft. before he struggled loose. Brice was momentarily stunned, said later he was only dimly aware of flinging himself from his plane and jerking open his parachute. Both landed safely. The planes injured no one: Sanderson's landed in a vacant lot, Brice's on the cornice of a public school building, beyond which several children were playing.

Dough-Icks

When she arrived in Manhattan last week, after a trip from Lake Constance, Switzerland, which has taken almost ten months, the monster Dornier flying boat DO-X (pronounced: dough-icks) stirred and surprised a city which had long ceased to be impatient for her arrival. The deep vehemence of her twelve 600-h. p. Curtiss Conqueror motors beat down like a whole squadron of ordinary planes, stilling the clamor of streets and avenues as she passed over. People peering from windows and sidewalks were amazed at a hull which is three winged Pullman sleepers in capacity. The shadow of her huge wings flickered over the city's roofs surrounded by moving specks which were the shadows of accompanying planes. The DO-X settled, with hardly any splash, in New York Harbor, discharged 60 passengers, took



Keystone

CAPT. FRITZ W. HAMMER

... found delay useful.

the air again for Glenn Curtiss Airport where she was to be inspected, overhauled.

Passengers were unanimously enthusiastic about their experiences. Among them was Mrs. Clara Adams, rich and inveterately aeronautical widow of a Tannersville, Pa., tanner. She had been the first paying woman passenger on the Graf. She flew to Rio de Janeiro for the trip back aboard the DO-X. Said experienced Mrs. Adams: "You could hardly tell you were flying. The noise of the motors did not intrude unless you opened the port-holes. Vibration also was notably absent. The cabins were spacious and comfortable."

Lieut. Clarence H. ("Dutch") Schilhauer, U. S. Naval Reserve Corps, who had been guest pilot of the DO-X since she left Lake Constance, called attention to the need for a special type of personnel on large flying boats. "None but an experienced seaman can command," said he. "The question of piloting skill is no more important with large planes than with small, but the need for commanders with



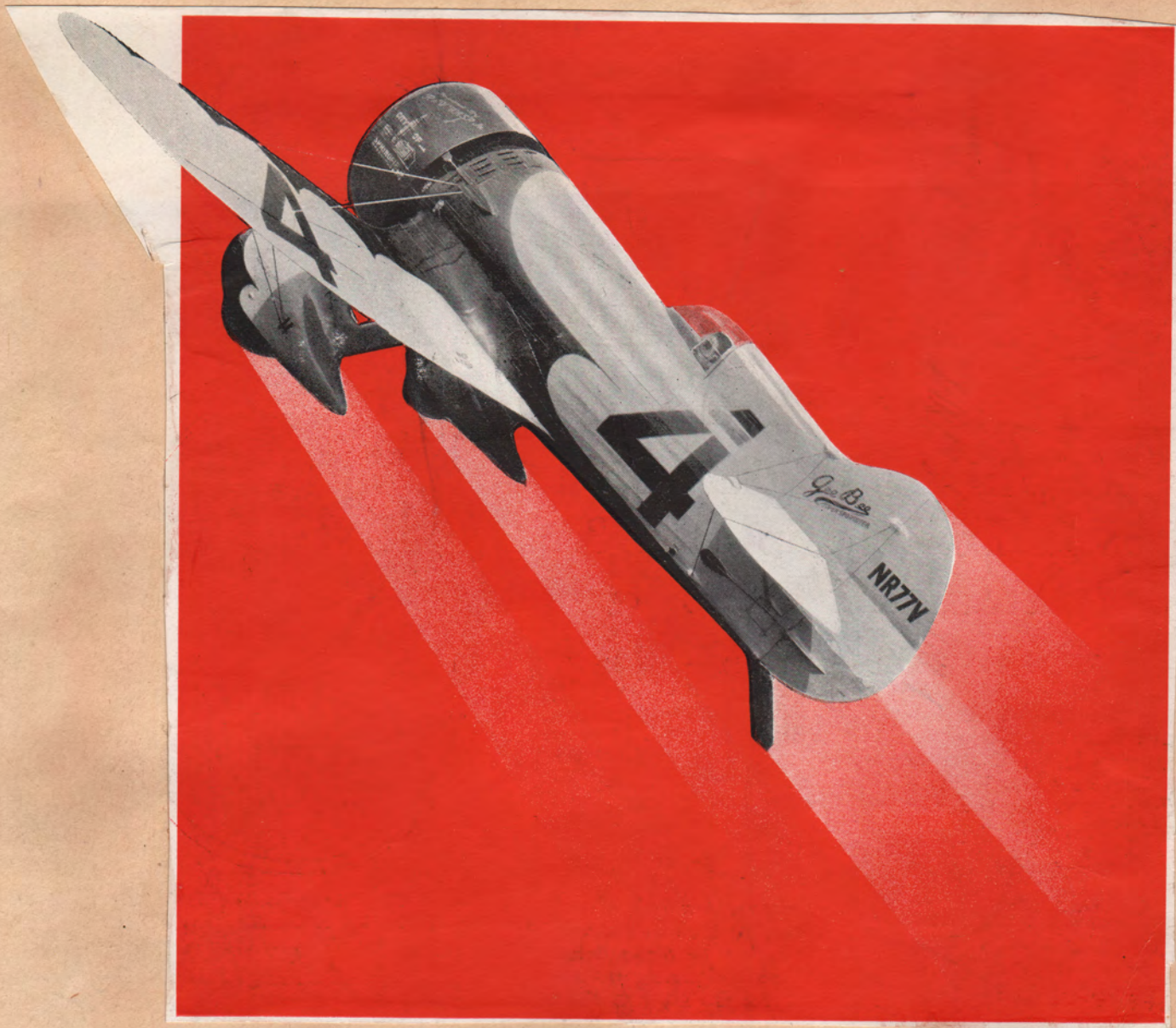
The Terminal Tower adjoining Hotel Cleveland is 708 feet in height. An observation porch on the 42nd floor gives a panoramic view of the city and its environs.

HOTEL CLEVELAND

Cleveland, Ohio

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(N)



V.F. SQUADRON 3 S USS LANGLEY

Top Row

Ens. A.E. Loomis  
Lt (jg) R.S. Purvis  
Lt. A.A. Cruise  
Lt.Cmdr. J.E. Ostrander  
Lt. (jg) Y. Stirling  
Lt. D.S. Cornwell  
Lt. H.E. Regan

Bot. Row

Lt. (jg) F.N. Taylor  
Lt.(jg) W.E. Gladding  
Ens. W.H. McClure  
Lt. (jg) P.C. Treadwell  
Lt. H.L. Jennings

## CITY IS ASSURED AIR RACES AGAIN

Check Posted for 1932 Series as  
Events End.

By A. H. Roberts.

Cleveland was assured today of the National Air Races for 1932, and as the last air classic rapidly became a memory, the race corporation posted a check for \$12,500 with the National Aeronautic association to guarantee another year of the series here.

Yesterday's attendance of 73,000, making a total of 370,000 for the 10 days, just about saved the day, it developed, for the guarantors, according to Clifford Gildersleeve executive vice president, face a deficit of less than the investment in plant, which approximated \$100,000.

### Bayles to Seek Record.

Lowell Bayles, whose star shot high in the firmament of speed stars when he won the \$15,000 Thompson trophy race yesterday, is to make one last attempt to break the American and world's speed records at 6 p. m. today before taking off for Springfield, Mass., his home.

Bayles peered out of his glassed-in cockpit yesterday and saw the rest of the speed flyers go by—backward—and thereby lifted his name to the top of the 1931 list, along with Jimmy Doolittle's. Hitting a top speed of better than 240 miles an hour, he flashed 10 times around the 10-mile course, lapped every plane but one, and won at an average of 236.239 miles an hour.

Seventy-three thousand persons, overflowing the stands, cheered him as Charles E. Thompson, Cleveland manufacturer and sponsor of the race, presented the trophy to the young flyer from New England. And more than 25,000 others, parked in fields outside the airport, saw his plane roar to victory.

### Largest Crowd Turns Out.

The crowd, largest in the 10-day series, brought the total attendance to 370,000, Gildersleeve said, that with one day out because of rain and another day largely spoiled for the same reason.

The race administration building becomes the property of the city, and then is leased annually for a brief period by the race corporation. This brought up the question, as yet not settled, whether the \$100,000 investment can be written off over five years, or must be absorbed in 1931. On the latter basis, Gildersleeve estimated roughly, a deficit of "something less than \$100,000" has been incurred, to be made up in the future.

It was reported that this figure would be approximately \$75,000, although final figures would not be available for several days. To reduce any deficit, however, there is a balance of \$48,000 remaining from the profits of the 1929 races.

Tuesday, September 8, 1931.

# Check Is

# Posted to

THE CLEVELAND NEWS

# Guarantee Air Races Here Next Year

TUESDAY, SEPTEMBER 8.

## CASH JINGLES AS MOTORS COOL OFF

Air Race Winners Caress  
Paunchy Wallets While  
Thinking of Home.

BY MARION HOPWOOD.

There are some contestants in the 1931 National Air Races who will go home considerably better off financially than they were when they came, through the prize money that they received in the course of the racing.

Jimmie Doolittle is the big money winner, with \$10,000 and the Bendix trophy as his rewards for the part he played in the events.

Mae Haizlip is the leader among the women with \$7,750 as the approximate total of her winnings. Jim Haizlip, her husband, came through the week with \$1,860, which means that the Haizlips will take almost \$10,000 back home to St. Louis with them.

The mantel piece in the home of Johnny Livingston in Aurora, Ill., is going to be pretty well laden with prizes, for besides \$6,230 in cash Livingston will take home six trophies.

### Springfield (Mass.) Wins.

For beginners at pylon racing Maud Irving Tait and Robert Hall have done very well. Miss Tait won \$4,250 in prize money and the Cleveland Pneumatic Aerol trophy. Hall won the J. H. Williams prize, the eGeneral Tire & Rubber Co. trophy, and \$3,150. Both Miss Tait and Hall are from Springfield, Mass.

Little Miss Florence Klingensmith of Minneapolis didn't do anything very spectacular on the flying field but she went around winning prizes with quiet determination. As a result she has about \$4,300 to her credit.

Lowell Bayles, winner of yesterday's Thompson trophy race will take \$9,300, the beautiful silver and bronze Thompson trophy, said to be worth \$10,000, and a Goodyear Co. trophy back to Springfield, Mass., when he goes.

The two derbies, the Transcontinental Sweepstakes Derby and the Bendix Derby proved to be profitable for their winners. D. C. Warren of San Francisco, and Mrs. Phoebe Omie of Memphis each received \$3,000 as first prizes in their divisions of the Sweepstakes Derby, and Mrs. Omie received in addition a \$2,500 automobile (a special prize) and \$1,250 in other prize money.

### More Good Money.

The Derbies put into the big money class Harold S. Johnson, Chicago, who won the \$4,500 second prize in the Bendix, Beeler Blevins, Atlanta, Ga., who received \$3,000 for third place in the same Derby, and Martie Bowman, Glendale, Cal., with \$1,200 as her share in the Transcontinental Sweepstakes pot. Lee Brusse, Glendale, Cal., and Elden Cessna, Wichita, Kan., were also carried up financially by this Derby.

Gladys O'Donnell also found that a national air race can be an excellent money-making way to spend a few days. She will return to Long Beach, Cal., with cash amounting to approximately \$3,000 in her pockets, and two trophies in her possession. These trophies are a Goodrich trophy and the Clifford W. Henderson trophy.

The Arthur J. Davieses of Lansing, Mich., will go away with \$1,580, the combined winnings of Arthur and his wife. Ben O. Howard of Chicago, the big money winner at Chicago last year, will carry off \$2,460.

The Thompson trophy race put Cleveland's Dale Jackson into the "millionaire" class, rewarding him for 30 minutes' flying by \$3,000. W. J. Wedell of Patterson, La., also found his pin money increased by about \$5,800, partly as a result of the Thompson trophy race, in which he placed second, and partly as a result of other prizes won during the races.

Ray Moore of San Francisco won two first places and \$2,750, while E. M. Laird of Chicago entered one race, won that, and \$1,080.

PAGE TWO

## 370,000 ATTENDED TEN-DAY AIR RACES

75,000 See Closing Events;  
Program Next Year  
Is Assured.

BY RALPH J. DONALDSON.

The National Air Races closed last night with an estimated attendance of 370,000 for the ten-day meet.

Yesterday's crowd was the largest of the 1931 air races, being estimated at 75,000. Probably another 75,000 jammed the roads and parking spaces in the vicinity of the Cleveland Airport to see what they could see without going inside the grounds.

No figures were available last night on the financial results of the air races. Directors of the National Air Races of Cleveland, Inc., the sponsoring organization, were anticipating a possible deficit of \$75,000, but it was said that no definite figures would be available for several days.

If there is a deficit, however, it will be reduced by a balance of \$48,000 which was in the treasury of the company at the start of the races.

### Again Next Year.

Regardless of whether there is a deficit, the 1932 National Air Races will be held in Cleveland. This was assured when the Cleveland organization sponsoring the races posted a \$12,500 guarantee with the National Aeronautic Association and an-

nounced that an additional \$12,500 would be posted when required.

The \$48,000 in the treasury of the National Air Races of Cleveland, Inc., was the balance from a profit of \$100,000 made in the 1929 air races. Part of this profit was used to pay the deficit on the 1930 Gordon Bennett international balloon races, and part was used for a donation of \$10,000 to the army and navy relief funds.

About 40 Cleveland citizens have guaranteed a fund of \$250,000 for the expenses of the air races. If they are called upon to make up a deficit they will be repaid from the profits of future air races, which may be held in Cleveland for the next ten years if this arrangement is satisfactory to both the National Aeronautic Association and the National Air Races of Cleveland, Inc.

A statement issued last night by L. W. Greve, president of the National Air Races of Cleveland, Inc., read:

### "Bigger Next Year."

"The money has been posted with the National Aeronautic Association to insure Cleveland having the National Air Races in 1932. We have already made plans for next year. In fact, we can promise that the 1932 air races will be still bigger and better.

"We wish to express our gratefulness to those who have contributed so much of their time and energy to make this the world's biggest event and to build for Cleveland one of the foremost institutions in the National Air Races. We feel that the city's progressive nature and enterprise deserve that the races be the annual outstanding event in aviation.

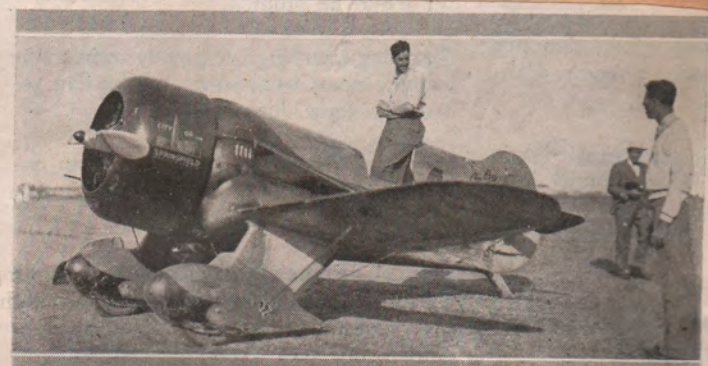
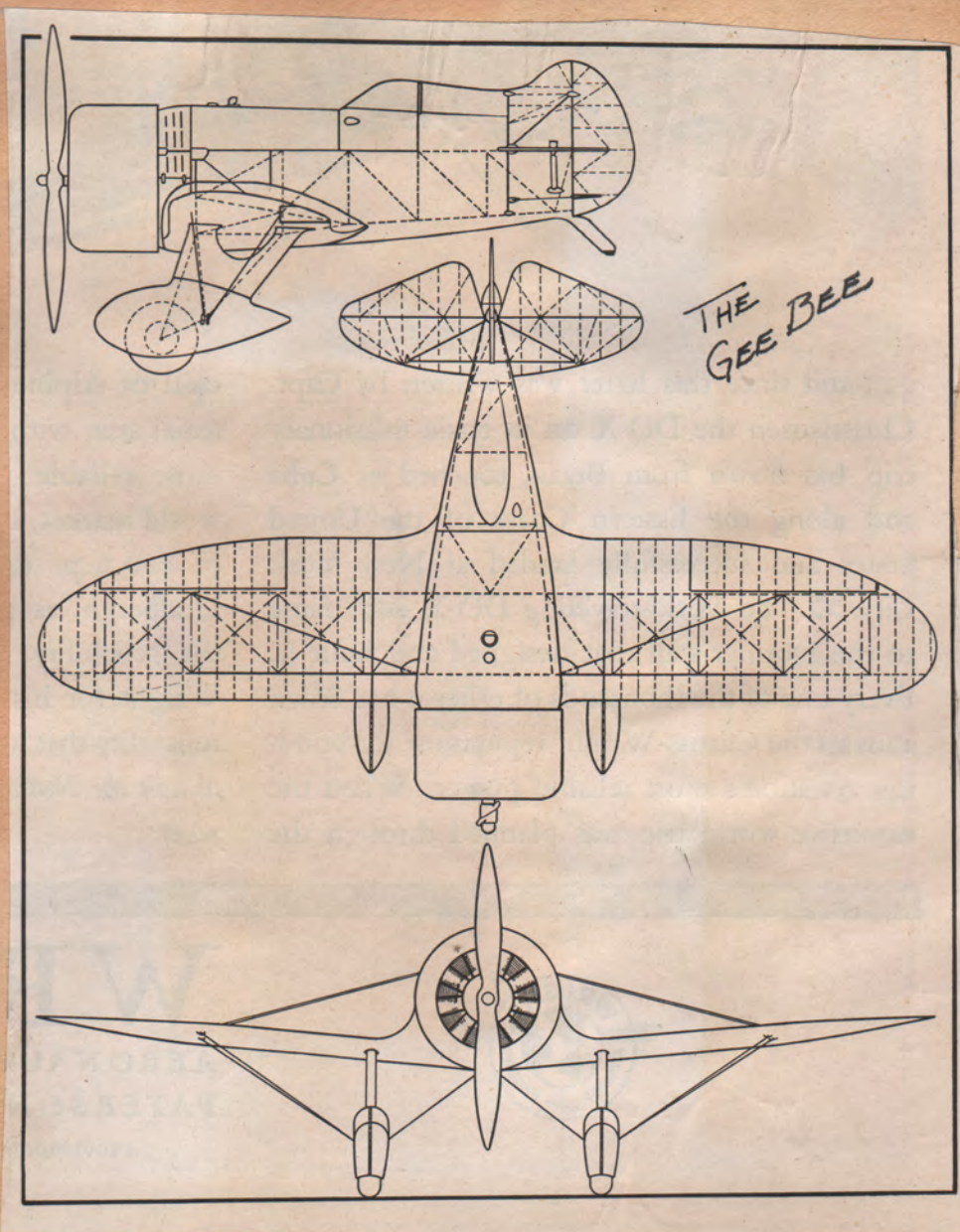
"Unfortunately, rain and threatening weather made the attendance much lower on some days than it might have been, and the profit or loss cannot be determined for several days.

"Profits, if any, will be devoted to the advancement of aviation. Losses, if any, will be absorbed by the Cleveland citizens who have underwritten the venture and made possible the staging of the 1931 National Air Races."

Page Thirteen



A MOTOR BACKFIRE as this autogyro taxied out on Cleveland Airport for a take-off yesterday caused a fire which destroyed the plane and made the pilot, Jim Faulkner, and a passenger jump from the ship to save themselves.



Official U. S. Army Air Corps photos by J. L. Albright  
Lowell Bayles, winner of the Thompson Speed Trophy

# Lowell Bayles, Flying 236 Miles an Hour,

## BAYLES HITS 236 TO WIN SPEED RACE

New Englander Captures  
100-Mile Dash Over  
Seven Rivals.

DOOLITTLE FORCED OUT  
75,000 Crowd Stands as  
Meet Closes.

BY JAMES D. HARTSHORNE.

Showing his tail to one after another of his seven fellow pilots flying the Thompson Trophy race at Cleveland Airport late yesterday, diminutive Lowell Bayles of Springfield, Mass., flashed over the finish line to win the 100-mile National Air Race classic with an average speed of 236.239 miles an hour before 75,000 spectators.

Hitting his stride at 230 miles an hour after a slow first lap of 209 miles an hour due to time required for acceleration, Bayles never fell below 238 and lapped every other entrant except J. R. Wedell of Paterson, La., who finished second at 227.992 miles an hour.

Third place went to Dale (Red) Jackson of St. Louis, co-holder of the refueling endurance flight record, who drove his Cleveland sponsored entry in at 211.183.

Hall Is Fourth.

Robert L. Hall of Springfield, designer of the Gee Bee planes, placed fourth with a speed of 201.251. Capt. Ira C. Eaker, Washington, was fifth with 196.821; Ben O. Howard, Chicago, sixth with 163.573, and William Ong, Kansas City, seventh with 153.049.

Jackson slightly damaged his landing gear when he clipped a tree on the back stretch, but was able to land without difficulty.

Maj. James H. Doolittle, also flying a Cleveland entry and one of the favorites to win the race, was forced out on the seventh of the ten laps when his motor began to overheat badly. He was in second place at the time and was making 225 miles an hour. He immediately throttled down and descended on the far side of the airport in a normal landing.

Capt. Eaker, on leave from the Army Air Corps, was forced to land his low-wing plane on the fuselage when the retractable landing gear refused to descend as he completed

(Continued on Page 2, Column 3)



FLIES 236 MILES AN HOUR to win Thompson trophy race. Lowell Bayles (right) being presented the Thompson trophy by Charles E. Thompson. Right: Just after Bayles landed, a winner.

Wide World Photo.

100-MILE EVENT  
WON BY BAYLES,  
73,000 PRESENT

## BAYLES CAPTURES THOMPSON TROPHY

Passes All Seven Rivals to  
Win With Average  
Speed of 236.

(Continued From First Page)

the tenth lap. The unusual landing was without damage to pilot or plane.

The other entrants completed the race without mishap, maintaining the perfect record of no lives lost at the race meet, which ended with yesterday's program.

Autogyro Burns.

Six planes were completely demolished in accidents during the meet, however, including an autogyro which caught fire yesterday as Pilot Jim Faulkner was taxiing it out from the commercial side for a demonstration flight. The motor backfired, igniting gasoline in the carburetor and flames quickly consumed the ship with a loss of \$15,000. Faulkner and his one passenger escaped from their cockpits without injury.

In the afternoon an incipient panic among box-seat patrons was averted when Tex Rankin insisted the spectators pay attention to Dorothy Hester's stunt flying while firemen extinguished a grease fire in the kitchen of the promenade balcony of the race administration building.

Bayles, who last week set a new unofficial American speed record of 267 miles an hour over the one-mile straightaway speed course at the airport, will endeavor to make it official and at the same time set a new world's landplane speed record over the three-kilometer (1.8 miles) course at 6 this evening.

Maud I. Tait, also of Springfield, who won the women's Aerol Trophy race at 187 miles an hour, will try to better Ruth Nichols' world's speed record for women of 210 miles an hour.

Motor Fails Bayles.

In an attempt at a new mark yesterday Bayles failed because of loss of power in the motor. Today's trials are open to the public.

Showing every visible evidence of its ten-mile-an-hour superiority over any other ship in the race, Bayles' little yellow and black Gee Bee gulped the ten miles of each lap at the rate of four miles a minute, leaving a lapped-rival to the rear on almost every round of the course.

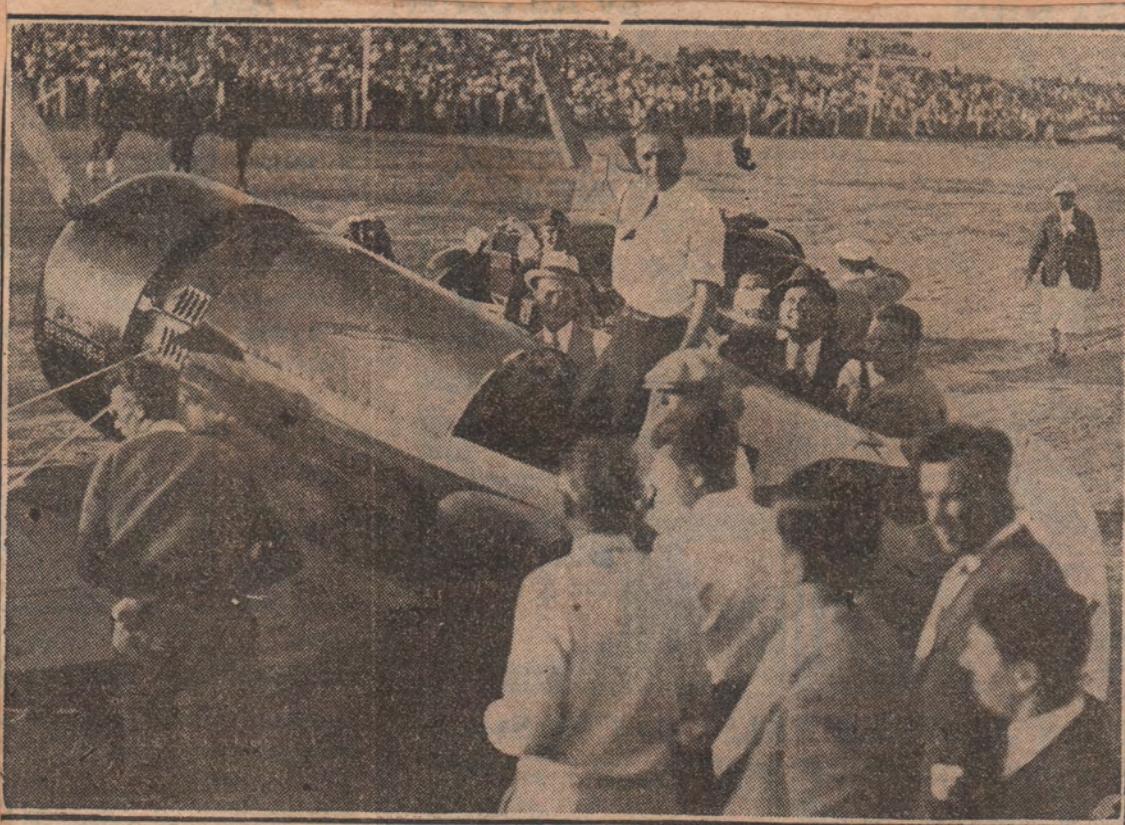
Winning first place brought Bayles \$7,500 and possession of the beautiful Charles E. Thompson Trophy, a large \$10,000 bronze piece symbolic of aviation, until the next flying of the race. Wedell won \$4,500 and Jackson \$3,000.

Brought before the microphone as he stepped from the cockpit, apparently as fresh as when he entered it, Bayles smiled happily and declared that flying 236 miles an hour was a lot of fun.

"The air was perfect, my ship was very stable and good on the turns,



# Wins 100-Mile Thompson Trophy Race



## CLEVELAND

and my engine performed beautifully," he said. "The race was a great deal of fun.

"I was very sorry to hear that Jimmy Doolittle was forced out. Wedell, I knew, was a dangerous competitor, and I expected he would come in close: I have been praying that there would be no serious accidents, and I'm mighty glad that there were none."

Charles E. Thompson, president of the Thompson Products, Inc., and donor of the trophy and half of the prize money, met Bayles at the announcer's stand and warmly congratulated him.

"You have made history in aviation today, Mr. Bayles," Thompson said, "and I am most happy to present the trophy to you."

An effort to interest foreign countries in sending entries for the 1932 race will be inaugurated immediately, Thompson announced.

Doolittle, who earlier in the week won the Los Angeles-Cleveland Bendix Derby and set a new transcontinental record of 11 hours 15 minutes, was smiling but obviously disappointed as he climbed from the cockpit of his crippled racer.

Bayles' speed exceeded by almost 35 miles an hour that made by the late Charles (Speed) Holman in winning the first flying of the race at Chicago last year. Holman averaged 201.94 miles an hour.

The race was the fastest ever run in the eleven years of the National Air Races and exceeded the fastest previous race of this year's meet—the mixed race of Saturday—by fourteen miles an hour.

Bayles' introduction to air race

## LAIN DEALER

crowds began last year when he performed as a stunter. He is co-operator of a flying service in Springfield and was hired to race the plane in which he won the race.

The plane is a low-wing monoplane with a wing spread of 23 feet and an overall length from propeller to tail of only fifteen feet. It's air-cooled Wasp Junior motor, rated at 300 horse power, had been "souped up" to deliver 530 horse power.

Bayles peered through a transparent hood that buckled to the fuselage and was stream-lined. Air resistance was reduced to a minimum by paste applied to all protruding bolts and rivet heads.

### Eaker Tells Story.

Here is Capt. Eaker's own story of the race, copyrighted by the North American Newspaper Alliance:

"The five-pylon course was made difficult by the late descending sun. The turning points were almost invisible and other planes were hard to avoid. At one time I almost ran over Howard's tiny plane without seeing it.

"I got my first big kick out of today's race on the second lap. My landing gear broke loose causing the crank in the cockpit to rotate wildly. It knocked the end off my left thumb, then tore the clothing from my left knee. It took half a lap to get it under control, and then it folded up again. This required both hands and my old plane had to feel her way around the course with foot control alone for fully five miles.

"At this point my second exciting moment came. Jimmie Doolittle was just passing me. I could see the set,

strained expression on his grimy face. Then suddenly there was a puff of black smoke and he pulled up and dived for the airport. I realized he was in trouble and the winner I had picked was through. I had a feeling of sadness for the ill luck which had suddenly hit this greatest sportsman in the flying game today.

"Then I began to smell something burning. The cockpit was terrifically hot. One glance at my instruments showed that my old engine was also on the ragged edge, but I was determined to drive her at full throttle until she quit. Only a few feet above the tree tops, doing a tight turn every two minutes at better than 200, listening with strained intentness to the roar of 700 pounding horses—that is sport.

"Just as I approached the home pylon on my ninth lap I saw Bayles' little white Gee Bee zoom across the finish line and I knew he had won. Then came the last lap and I saw two more planes rise in rapid zooms. That meant two more were in before me. The best I could get was fourth—but that was what I had figured.

"Across the finish line I pulled, then climbed and let down my landing gear, but to me amazement it would not go down. For 40 minutes I dived and zoomed, trying every trick I knew to force that gear out and down so that I would have wheels to land upon. There was no hope.

"This was my first retractable gear, and it refused to descend. Then my gas ran out.

"There was nothing to do but land with wheels up. I realized that the people below were aware of my plight, for there were ambulances

and fire trucks dashing about trying to estimate where I would crack up.

"I cut the switch, picked a grassy spot and sat her down on her wings

with wheels in. She slid gently for 50 feet and came to rest. Little damage was done, only a bent propeller. Tomorrow she will be flying again."

### Thompson Race Results.

Here is the official tabulation of the result of the Thompson trophy races:

1. Lowell Bayles, Springfield, Mass.; Gee Bee, Wasp Jr., 236.239 mph.
  2. J. R. Wedell, Patterson, La.; Wedell-Williams, Wasp Jr., 227.992 mph.
  3. Dale Jackson, St. Louis; Laird Solution, Wright J-6, 211.183 mph.
  4. Robert L. Hall, Springfield, Mass.; Gee Bee, Wasp C, 201.251 mph.
  5. Captain Ira C. Eaker, Washington, D. C.; Lockheed Altair, Wasp SE, 196.821 mph.
  6. Ben O. Howard, Chicago; Howard special, Wright Gypsy, 163.573 mph.
  7. William Ong, Kansas City; Laird, Wright J-6, 153.049 mph.
- Major James H. Doolittle, St. Louis; Laird Solution, Wasp Jr., out in seventh lap.

Three entrants did not start. They were Ray Moore and the San Francisco "mystery monoplane," Lou Reichers, in Bernarr McFadden's big Lockheed Altair, and Harold S. Johnson of Chicago, in a Lockheed Orion.



Jack Storey

Bert McGrath

Lieut. R. P. Brown

Lt. E. Choucri  
U.S.N.

THE ANNOUNCERS



LT. E. CHOURRÉ USN

ANNOUNCER FOR  
US NAVY  
US MARINES

## NATIONAL AIR RACES



In reply address not the signer of  
this letter, but Bureau of Navigation,  
Navy Department, Washington, D. C.  
Refer to No. *44348-108*

Nav-313-N

NAVY DEPARTMENT  
BUREAU OF NAVIGATION

WASHINGTON, D. C.

T-8376

13 AUG 1931

From: Bureau of Navigation.

To: Lieutenant  
Emile Chourre, U.S.N.,  
Naval Air Station,  
San Diego, Calif.

Via: Commandant, Eleventh Naval District.

Subject: Temporary additional duty.

1. When directed by the Commandant, Eleventh Naval District, you will proceed to Cleveland, Ohio, in time to arrive on 28 August, 1931, to act as radio and public address announcer during the Navy and Marine Corps events during the period of the National Air Races and further to maintain liaison and contact for the Navy with Press representatives at the National Air Races, provided your services can be spared.

2. You will look to the National Air Race Corporation, Cleveland, Ohio, for reimbursement of all expenses in connection with the above orders.

3. This is in addition to your present duties and upon the completion thereof you will return to San Diego, Calif., and resume your regular duties.

Copy to:

Comdt. 11th Naval District.  
C.O. Nav. Air Sta., San Diego, Calif.  
Bu. Aero.

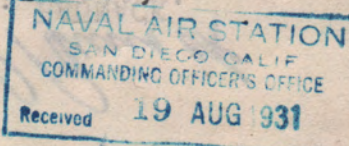
ND11/00/P16-3-C (A5-Sd)

FIRST ENDORSEMENT

18 August 1931.

Commandant's Office, Eleventh Naval District,  
San Diego, California.

From: Commandant.  
To: Lieutenant Emile Chourre, U.S. Navy.  
Via: Commanding Officer, Naval Air Station.



1. Forwarded. You will proceed to Cleveland, Ohio, in such time as will enable you to arrive at that city on 28 August 1931, on temporary additional duty in connection with the National Air Races in accordance with basic orders.

*F. T. Chew*  
F. T. CHEW,  
By direction.

THE APPLE SAUCE

In reply address not the signer of this letter, but Bureau of Navigation, Navy Department, Washington, D. C. Refer to No.

Nav-5-K  
44348-108

NAVY DEPARTMENT  
BUREAU OF NAVIGATION  
WASHINGTON, D. C.

NAVAL AIR STATION  
SAN DIEGO, CALIF.  
COMMANDING OFFICER'S OFFICE  
Received 3 OCT '31

*oo/ E. Chourre*

25 September 1931

5751

From: Chief of the Bureau of Navigation  
To: Lieutenant Emile Chourre, U.S.N.  
VIA: Commanding Officer, Naval Air Station  
San Diego, Cal.  
SUBJECT: Commendatory report - radio broadcast of Navy and Marine Corps manoevers during National Air Races, 1931, Cleveland, O.  
Enclosure: (A) Copy letter of Managing Director, National Air Races, 19 Sept. 1931.

1. The Bureau has much pleasure in informing you that the original of the enclosure has been filed with your official record.

F.B. UPHAM  
Chief of Bureau

*[Signature]*  
G. W. STEWART  
By direction

-----  
OO/CHOURRE, Emile 1st Endorsement 3 October 1931 C/MHB

From: Commanding Officer, Naval Air Station, San Diego, Calif.  
To : Lieutenant Emile Chourre, U.S.N.

1. Delivered, *with congratulations.*

*[Signature]*  
R.R. PAUNACK

COPY