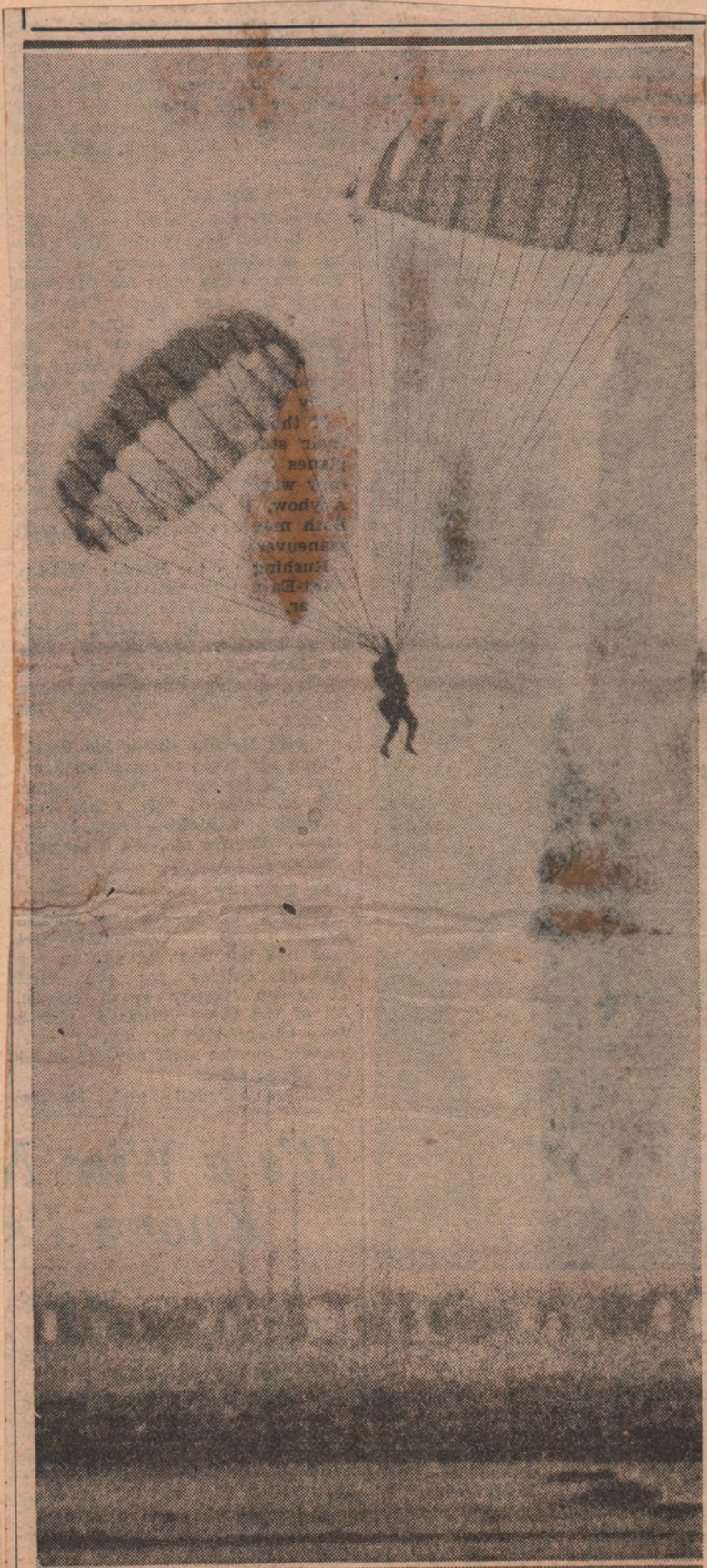


SKY'S THE LIMIT!

"Spud" Manning, whose delayed parachute leaps were voted greatest "thrill" at last year's show, today will go up seven miles, then drop six before opening "chute."



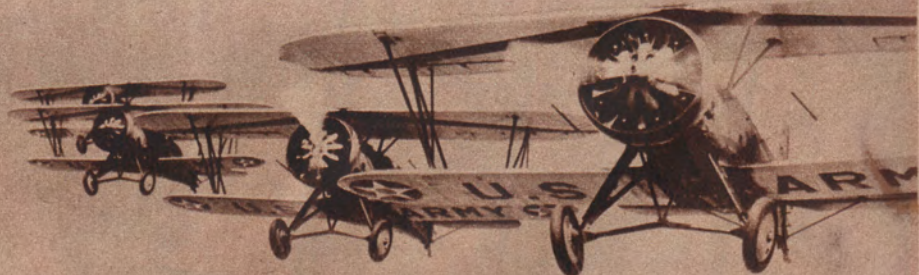
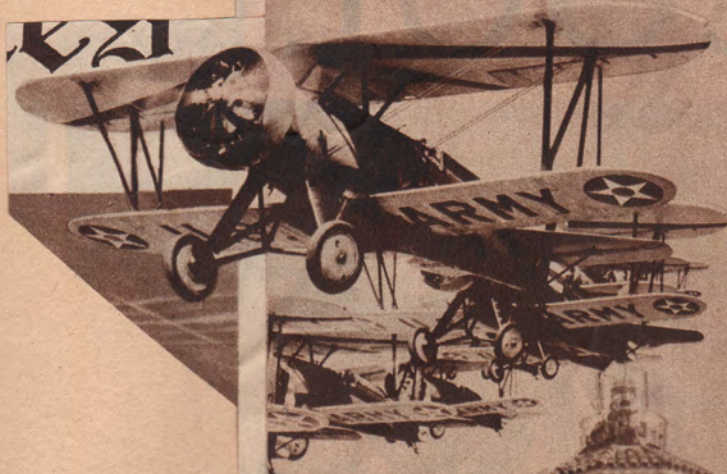
SPUD MANNING in one of his delayed parachute jumps. He is holder of the record of 16,665 feet.—Examiner photos.

**PARACHUTE
BLOWN INTO
GRANDSTAND**

Three Spectators Get Bruises;
Army and Marine Flyers
Give Thrilling Exhibitions

A new type of thrill was provided by Jimmy Pate, who climbed to the top wing of a plane, anchored himself to a glass plate with vacuum cups on the soles of his shoes, and stood there while Frank Clark looped again and again, Pate hanging upside down by his feet.
Spud Manning did his delayed parachute jump from 10,000 feet, dropping between 8000 and 9000 feet before he opened his chute.

NATIONAL AIR RACES



A PICTORIAL foretaste of today's program at 1933 National Air Races, Los Angeles Municipal Airport.

Chicago Air Races Halted by Weather

CHICAGO, July 2.—(P)—Bad weather forced postponement of the second day's program of the American Air Races here today. Air race officials said the card tomorrow would be enlarged to include the events scheduled for Sunday.

ARMY PURSUIT PLANES

Army, Navy, Marine Corps and National Guard planes will stage daily maneuvers over field.

Army, Navy and Marine Corps

ER FOR PEOPLE WHO THINK

MONDAY, JULY 3, 1933

Provide Thrills at Air Races

By Marjorie Driscoll

Army flyers from March Field doing a wild snake dance in the sky, Marine Corps bombers dropping real bombs as they dashed over the field and hit the target every time, provided the opening thrills of the second day at the National Air Races at the Municipal Field yesterday.

After the Army bombers had given a magnificent demonstration of formation flying and combat maneuvers, the Ninety-fifth pursuit squadron went into its dance. Eighteen planes, one close after another, wheeled and dived and looped and zoomed all over the sky.

SIX FAST BOMBERS

Then came the Marine Corps bombers—six fast little ships which dived over the field at high altitudes and dropped bombs directly on the circle in the center of the field.

4-DAY FIESTAS HONOR FOURTH IN SOUTHLAND

National Air Races Chief Event in Observance of Nation's Birth Anniversary

With the National Air Races at the Municipal Airport as the principal event, the "four-day week-end" progressed yesterday, all Southern California joining in the celebration.

The Navy and Marine Corps specialized yesterday in showing how they could wipe out an enemy on the ground. Six marines dived in rapid succession at the target, dropping light bombs. Five of the bombs hit inside the circle, and the sixth was so close that any sensible enemy would have counted it as a hit.

NEW TYPE THRILL

The Navy did a three-way diving attack, which in real warfare would greet the enemy with the fire of two machine guns from each plane and bid him good-bye with a load of bombs as the flyers sped on.

AVIATORS GUESTS AT BREAKFAST CLUB

Noted pilots who have been participating in the National Air races, will be guests of honor at the Breakfast club Wednesday morning, according to an announcement made today by Harold B. Link, manager.

Among those who will attend are Amelia Earhart, Frank Hawks, Roscoe Turner, Major Udet, Tito Falconi and many others.

AIR RACE CROWD HAS DAY OF EXCEPTIONAL THRILLS

'Chute Jumper's Crash and Flyer Landing in Flames High Lights of Spectacular Program

(Full Page of Pictures, Page 5, This Section)

BY TERREL DE LAPP

Near-tragedy, speed, thrills and roaring displays of military fighting strength in the air were written into the second day's history of the thirteenth annual National Air Races before the gaze of a near-capacity crowd of 38,000 spectators over Los Angeles Municipal Airport yesterday.

For four hours on the second day's program dare-devil stunts were piled on more daring ones.

Airmen shot their bullet-like racing ships around the pylon courses at the field—they rolled, looped and flew upside down while the crowd gasped time and again as the latest thrills of stunt aeronautics were unfolded. Although death shadowed the airdrome in two accidents, no one was seriously injured.

Two women and a man, seated in the east end of the grand stands, were bruised and scratched when Dan Heenan, Chicago professional parachute jumper, crashed down on them after dropping from an altitude of 2000 feet.

WIND FAILS HIM

Heenan, competing in the contest with other jumpers attempting to hit the 100-foot circle marker in the center of the port, did not receive enough drift from the brisk wind blowing to carry him over the spectator-packed stands.

Dropping at the rate of fifteen feet a second, the jumper settled in the stands, knocking spectators right and left as he slid into the seated crowd.

His feet struck Archie Bossuet of 3206 Wyoming street, Burbank, in the back of the neck, knocking out the spectator.

Mrs. A. C. Graham of 4726 Libbet street, Van Nuys, and Dorothea Davidson of 726 South Chevy Chase Drive, Glendale, seated in front of Bossuet, were shoved down in the stands.

None of those on whom Heenan landed were seriously hurt and all remained in their seats to witness the program.

WESSLING'S JUMP BEST

Jerry Wessling of Toledo (O.) leaper, who also makes night double leaps, was the first to bail out of the parachute ships to try to hit the circle.

He judged his distance close enough to guide his large silken aerial life-saver within eleven feet of the white-rimmed circle for the best jump of the day. He and several other leapers were jumping for a total prize purse of \$200.

While 30,000 persons—in their seats a half hour before the opening ceremony—watched him cheat death, W. A. McDonald, Dallas (Tex.) speed flyer, landed his smoking racer on the airport, then put out the flames that leaped from its fuselage.

A backfiring high-powered engine spit flames on the underside of the ship.

PREVENTS BLAST

McDonald was bringing his ship in to the stalling point and was settling to the ground as the fire broke out.

He jumped from the ship with a fire extinguisher in his hands and stopped the flames before they got to the plane's gasoline tanks.

The linen covering on the fuselage of Wedell-Williams special—built by James Wedell for the 550-cubic-inch engine displacement races—went up in smoke before McDonald could stop the flames.

He had the fire out before the fire engine—on duty for such an emergency—could race 2000 feet across the port and lend aid.

Dry grass around the ship also caught fire and firemen had to battle the blaze with sacks for several minutes.

Wedell and McDonald said that they expect to re-cover the ship's fuselage in time to enter it in other races tomorrow. The wings and engine were not believed to have been damaged.

McDonald escaped without a scratch—but got an unscheduled thrill in bringing the blazing craft safely groundward.

Displaying the highest speed so far recorded in closed-course racing, James Wedell, at the controls of "Forty-four" Wedell-Williams special monoplane that he built with his own hands, ran away with yesterday's major race to win at an average clip of 207 miles an hour.

'CHUTE JUMPER FALLS ON TRIO

Texas Pilot Lands in Flames, Then Saves Plane

Wessling Makes Best Leap of Event's Second Day

Turner Seeks World's Mark in Shell Dash Today

(Continued from First Page)

On one lap the Louisiana speedster averaged 245 miles an hour.

For ten laps around the five-mile course Wedell headed Roy Minor, Los Angeles, and George Hague, Santa Monica, who finished second and third respectively, Lee Schoenhair was fourth.

First place in the contest, the Fred B. Keeler Trophy race, paid Wedell \$1125.

Minor jockeyed a baby Howard special through a fifty-mile race to first place, averaging 196 miles an hour.

The event was confined to craft with engines of 550 cubic-inch displacement or less. Ray Moore placed second and Hague third.

After battling around the five-mile course at a speed of more than 200 miles per hour, Lee Miles, local pilot; S. J. Wittman, Oshkosh, Wis., and George Hague, Santa Monica airman, became confused on the length of a scheduled thirty-mile race and completed only five laps of the six required. As the result, Arthur Chester, Joliet, Ill., flying a much slower racer than those of the three leaders, was declared the winner.

'HOME-TOWN BOY'

A "home town boy" who used to bounce basketballs for the University of Southern California, now a lieutenant in Uncle Sam's fighting Air Corps, led seventeen fellow pursuit pilots from March Field through every maneuver in the battle flyers' bag of tricks.

That string of eighteen Boeing pursuit craft—flying wing-to-wing, then nose to tail, then above, then below each other—screamed their way through the skies directly over the airdrome for fifteen thrilling minutes, with Fred Salter, the ex-Trojan, flying the bucking little leading biplane.

At 250 miles an hour the Air Corps flyers, brought to the race program by Col. H. H. Arnold, March Field commanding officer, dived at the race course home pylon—directly in front of the grand stand.

A glimpse of what this type of single-seat fighter can do in actual combat was shown by six "first-to-fight" pilots of the Marine Corps, from San Diego.

Commanded by Capt. Vernon M. Guyon, the sky-battling devil dogs blasted with real practice bombs the white circle marked off for the parachute jumpers.

DEMOLITION EXHIBIT

The green-and-gold biplanes loosed their bombs in 250-mile-an-hour dives. Most of them hit the 100-foot circle, exploding with flame and blue powder smoke.

They demolished a theoretical enemy ammunition dump.

Most of the breath-taking combat maneuvers of the Army and Marine Corps flyers were repeated by eighteen Boeing fighters of Squadron Three, from the carrier Langley.

They showed the crowd how these wasps of the sea can befuddle an enemy carrier with three-way diving attacks from 10,000 feet; how they can hit and run, or turn around and fight an enemy.

Spud Manning repeated his Saturday tumble of nearly 10,000 feet before opening his parachute.

Just for good measure, to demonstrate the control he has over his body while dropping 160 miles an hour, Manning turned a somersault. Then he jerked his 'chute open and landed on the port.

UDET THRILLS CROWD

Johnny Miller looped an autogyro; Maj. Ernst Udet, the German flying ace, who shot down sixty-three Allied pilots during the World War, shaved the grand stands and opened his daring aerial trick book of motorless loops, whip stalls and low flying.

All of the military exhibitions and individual stunts will be repeated today and tomorrow.

World land plane speed records for men and women are expected to be rubbed off the aeronautical slate at this afternoon's program.

The goal at which engineers and pilots of earth-landing ships have been shooting ever since man got off the ground—300 miles an hour—probably will be history when the postponed Shell speed dashes for men and women are run off.

For Col. Roscoe Turner, fresh from his victory of the coast-to-coast Bendix speed dash, yesterday had his continent-hopping Wedell-Williams golden-nosed speedster tuned for today's assault on the present world mark of 296 miles an hour—set at last year's National Air Races in Cleveland, O., by Maj. James Doolittle.

Although Turner never has admitted the actual speed of his Wasp-powered racer it is known that in secret trials the ship blasted through the air at 343 miles an hour.

WEDELL CLOSE RIVAL

If Turner is able to get that much speed out of it today along the three-kilometer course parallel with the airport grand stands, he will have another speed record.

There is a possibility that one of the other expected entrants in the dash—run against time—can also boost Doolittle's mark, but there is little chance of any of them showing speed equal to Turner's mount.

Wedell, who chased Turner to Los Angeles from New York to take second place in Saturday's Bendix race, is scheduled to be Turner's major rival today. Wedell, who built the colonel's ship, will fly another of his own make—the one he used in the coast-to-coast battle.

Clifford Henderson, managing director of the races, declared that if Russell Thaw, flying a Gee Bee, and Lee Gehlbach, piloting a Wedell-Williams special, both forced out of the Bendix race at Indianapolis, get here in time they also will rocket

over the three-kilometer course today.

BOARDMAN UNIMPROVED

Russell Boardman, critically injured when he crashed at Indianapolis during the Bendix race, was reported yesterday as being unimproved. He suffered a fractured skull, a punctured lung and a broken shoulder.

Lieutenant-Commander Frank Hawks, who flew here from New York after starting the Bendix racers on their way last Saturday, landed at 12:30 p.m. with the intention of making a quick hop to Chicago.

He decided to stay here after learning of the terrific winds blowing at Chicago.

Mrs. May Haizlip, who has flown faster than any woman in the world—254 miles an hour—will be ready this afternoon to defend her speed crown in the three-kilometer Shell speed dash for women.

OTHER WOMEN ENTRANTS

Wedell holds Mrs. Haizlip's flying ability in high enough esteem to entrust her with his \$30,000 racer for her attempt—regarded by pilots as the second in speed only to Turner's.

Martie Bowman, former Burbank pilot, has a two-place Gee Bee speedster lined up for her mount and Gladys O'Donnell of Long Beach hopes to be in the lists for the dash. They will shoot at total prize money of \$1500, as well as a new world's speed record.

These three women likewise expect to fly it out wing to wing this afternoon in the only closed-course race on the program designed for only feminine competition—the international 100-mile closed-course race, ten laps around the four-cornered ten-mile sky track.

Henderson pointed out, however, that it will be necessary to have a fourth woman entrant in the Aerial line-up. He was at work last night arranging for a fast enough ship to allow a fourth contestant to compete.

Amelia Earhart, forced out of the Bendix scramble at Wichita, Kan., dropped in on the show late yesterday. Whether she will fly in any of the airport dashes had not been decided last night. She registered at the Ambassador.

"I never had so much happen on a transcontinental trip," declared the first woman flyer to span the Atlantic. "The hatch of my ship blew off in a rainstorm and I had to land in Arizona to fix it."

Ruth Nichols, who hoped to get here today in time for the Aerial \$3000 event, was forced down at Wichita yesterday because of motor trouble.

LOSES CHANCE AT MONEY

As well as losing her chance to fly in the Aerial contest Miss Nichols, who entertains in Rye (N. Y.) society and flies for fun, saw her chances to pick up some summer vacation money in the Bendix race go glimmering. She was the last to start from New York and would have collected most of the \$2500 posted for the women's division of the Bendix affair had she landed here by 6 p.m. yesterday.

She hopes to get here late today in time to witness, at least, tomorrow's climax of the four days of racing—the 200-mile Thompson trophy closed-course race. Seven thousand five hundred dollars will

be split among the Thompson leaders.

Turner, Wedell, Thaw, Gehlbach and Lee Schoenhair, the latter formerly of Los Angeles, now flying a Brown special of San Francisco, are expected to cap the races with a mad speed scramble in the Thompson climax.

Two Near-Tragedies Thrill Thousands

es Times

as Wedell Smashes Air Race Speed Record

Amelia Wins Drink of Water After Long Air Dash



[Wide World Photo.]

Trans-Atlantic Woman Soloist Arrives Thirsty
 "I want a drink of water." was the air race greeting of Amelia Earhart, trans-Atlantic soloist, and she got it. She flew in from Wichita, Kan., yesterday to receive the drink from Clifford Henderson, race manager, left.

Race Guest



WILLIAM GIBBS M'ADOO, California's junior Senator, shown at microphone as he arrived at air races in his own plane.—Picture from International News Photograph Service.

McAdoo Lauds Army and Navy Air Maneuvers

After witnessing military maneuvers by the flying fighting unit of the Army, Navy and Marine Corps, Senator McAdoo, who flew to the airport from Washington in his Lockheed transport plane, lauded the services for their development of combat tactics.

"We may never have another war, but at the same time that may be too much to expect," he told the crowd over the field broadcasting system.

"If we should have an invasion it is evident that our flying services will be ready for it. They are to be congratulated.

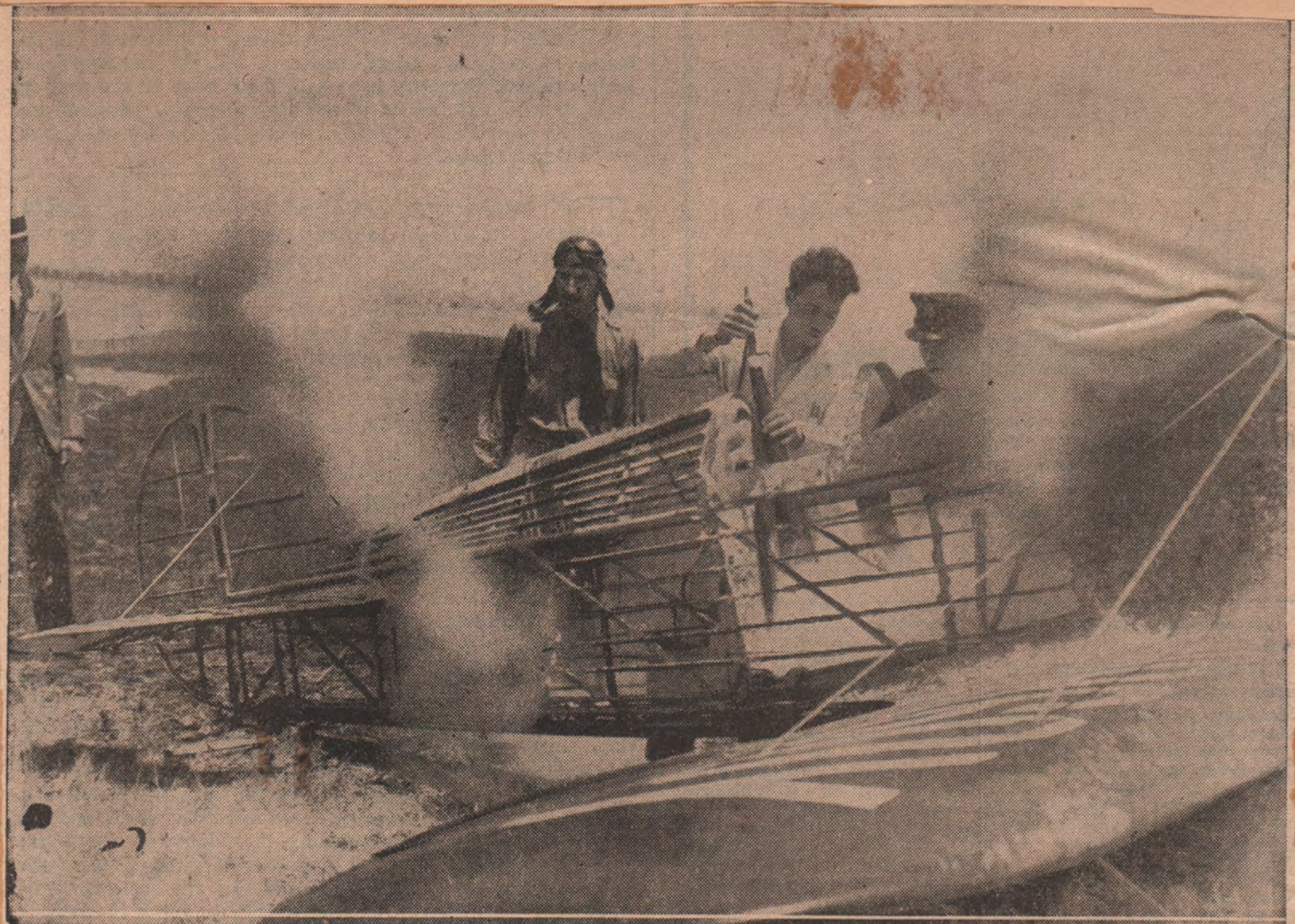
"We on the Pacific Coast particularly need such safety as the efficient aerial arms these services offer. Our entire system of commercial and military aviation should be encouraged, and I shall stand strongly for their development."

Will Rogers Remarks:

SANTA MONICA, July 2.—
 [To the Editor of The Times:]
 Did you ever see real air races by the world's greatest flyers? They are breakfasting in New York and flying in here for lunch. Mussolini has a flyer here who can stay upside down longer than the American delegation in London. There is the cutest little German war ace who cuts out his engine and does everything in the air with a dead engine, loops, spins, rolls, climbs and then lands, all this with no more power than Congress had the last session. Our army, navy and marine exhibition was real thrills. My wife whispered "When I see that it makes me feel that all of our tax money hasn't been wasted." Aviation is just started.

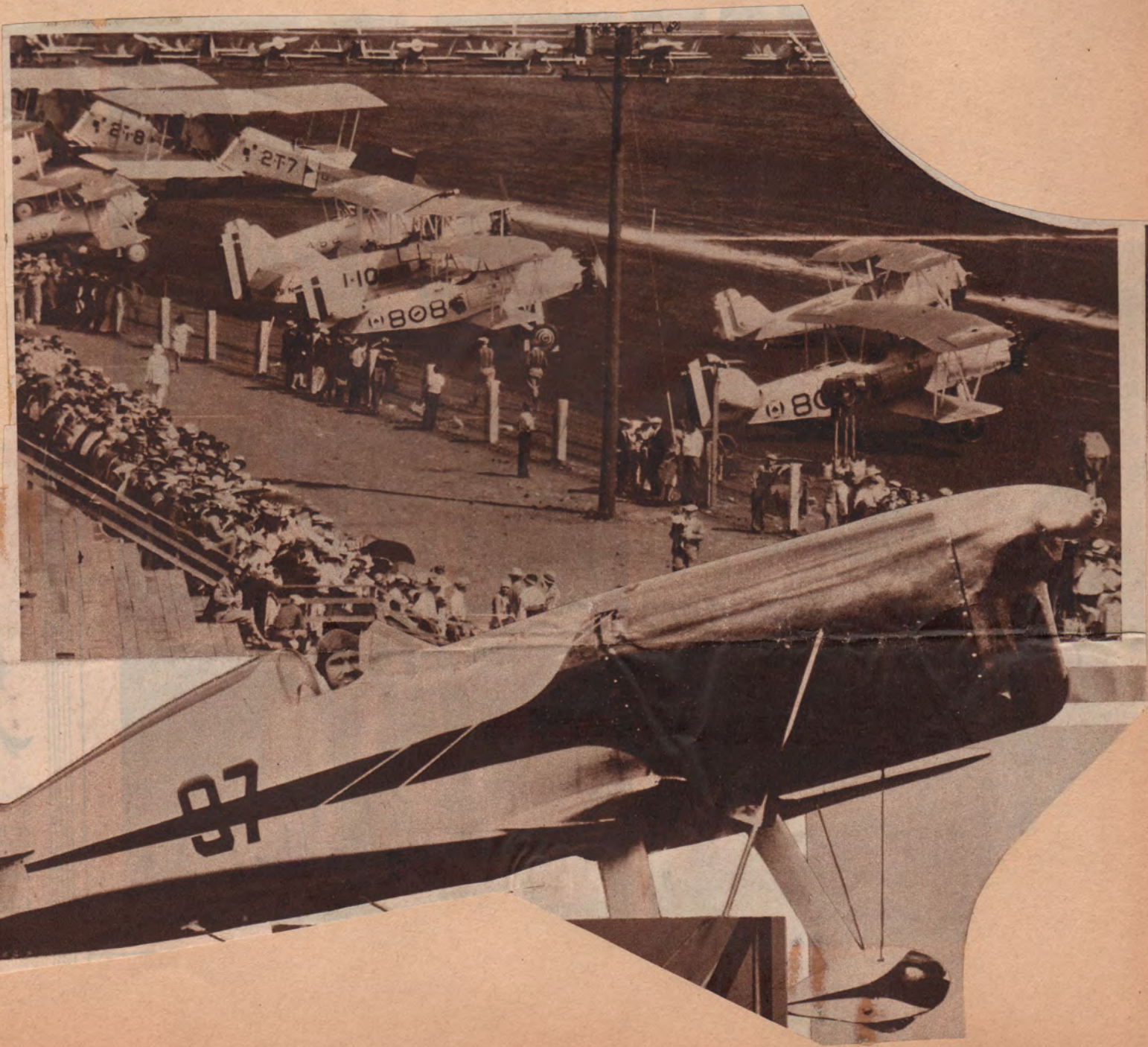
Yours,

WILL ROGERS.



W. A. MCDONALD OF NEW Orleans had a bit of tough luck with his racing plane. It caught fire and was seriously damaged.

MCDONALD, ON THE LEFT, is watching firemen put out the flames. He hopes to have it ready for flying again today or tomorrow.

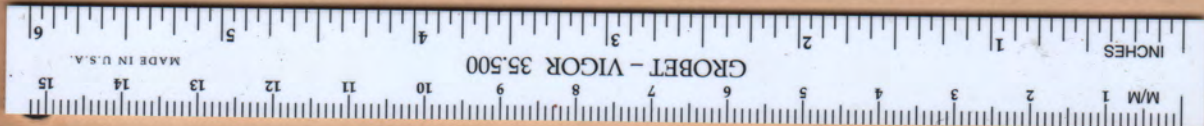


Below—
SKY ROADSTER

Gordon Israel's super-charged Menasco, one of tiniest craft on today's program.



WORLD'S PREMIER AIR CLASSIC



Sky Drama Run Off Smoothly, Says Eaker

By Capt. Ira C. Eaker, U. S. A.

Pilot on the Army flight around South America; chief pilot of the "Question Mark" flight, Army's pioneer endurance record; twice awarded the Distinguished Flying Cross.

Highlights of the National Air Races to date, from the airman's point of view, include surprise and delight that the early events could have run so smoothly. Here we have a play, a sky drama, an air revue, if you will. Mines Field is the stage. The actors are drawn from all over the country. Two of them come from far off Germany and Italy.

More than two hundred pilots compose the cast of actors. There was no practice, no dress rehearsal, yet everything went off more like a last night than a first night at the theater.

The peerless air acrobats, Lieut. Tito Falcone, and Maj. Ernest Udet caused the crowd to gasp audibly on more than one occasion as they brushed the earth, flew up-side-down overhead, or looped with dead stick, and silent motors.

NOT SO RISKY

Actually these men are not taking the chances which the average spectator is likely to infer. The planes are built for the work which they are doing. They are very light and have large control surfaces; their engines are designed to run when the planes are up-side-down with as much reliability as when right-side-up.

If these skilled performers tried their stunts in stock commercial planes or army fighting craft, they would come to grief at once. Anyhow, it makes a good show. Both men are masters in aircraft maneuvers.

Rushing up to Jimmie Haizlip, West-East transcontinental record holder, an associate recited a wire just received on Russell Boardman's crash at Indianapolis. Russell had just taken off after refueling, turned down wind, then stalled and half spun into the ground.

Sadly Haizlip shook his head. "Poor old Russ never seemed to worry a bit about these racing planes, he said. "Me, I lose five pounds just thinking about flying them. Believe me, it's a serious business."

GAP IN LIST

The loss of three planes on the Bendix trophy transcontinental race has left a great gap in the list of entries for the final Thompson Trophy speed classic. All of the three ill-fated planes were expected to be strong contenders for the most coveted of all the sprint prizes.

Jimmie Wedell and Roscoe Turner, however, still have mounts, and there is Ben S. Howard, always a hard-riding jockey, a difficult

dark horse still in their stalls, not to be uncovered and led out until the final day of the race. There is every likelihood that the Thompson Trophy race again will be the climax, as it has been in the years before.

Army, Navy and Marine planes demonstrated the near perfect exhibitions which always characterize the flying arms of the rival services.

March Field's "Rat Race" drew much spectator comment. In this maneuver, eighteen little pursuit planes, apparently bent on playing a simple game of follow the leader, end up rolled into a tight little ball of swiftly moving craft, all flying in opposite directions, with collisions, seemingly inevitable, but miraculously they unwind unhurt.

FILM COWBOYS WORST RIVALS IN HOLLYWOOD

Ancient Grudge Between Ken Maynard and Hoot Gibson to Be Climaxed by Air Race

By Louella O. Parsons

Motion Picture Editor Universal Service

The keenest jealousies and rivalries in Hollywood aren't centered on the glamorous movie queens. No indeed! Constance Bennett and Joan Crawford are close friends. Norma Shearer and Marion Davies have written long letters to each other ever since Norma took Irving Thalberg to Bad Nauheim for his health.

The real Hollywood rivalry is between the cowboys. The ill-concealed feeling of half distrust that Hoot Gibson and Tom Mix had for each other hasn't softened with the years. The only time Hoot was really upset on his trip to Honolulu was when some autograph seeker called him Mr. Mix and begged for his autograph.

MATCH ARRANGED

Hoot and Ken Maynard have had a bet on for months as to who was the better pilot. Officials of the Air Races hearing of that ancient grudge, have arranged a match speed race between the two cowboys.

In my estimation this air race between Hoot and Ken will be the highlight of the annual air races. This cowboy race in the sky is scheduled for today. Hoot's friends have wagered that he will win while Ken Maynard's friends are just as insistent that he will carry off honors.

Will Rogers, aviation enthusiast and famous humorist, has posted a challenge cup trophy which he will present to the winner. Harold Lloyd will referee this match which has already aroused the betting instincts in the film colony.

The race is supposed to settle the ancient rivalry between the flying cowboys, but I think it will take more than a speed match to bring these two lads into anything resembling a friendship.

PILOTS AIM FOR NEW TIME AT AIR RACES

Wedell Entered in Shell Dash; Shoots for 296-Mile-Per-Hour Mark

BULLETIN

Bert White and "Hank" Novakoski, parachute jumpers, were injured at the National Air Races this afternoon in the precision jump.

Novakoski's ankle was broken when he landed too hard. White suffered severe sprains in his legs. Both were taken to the hospital for treatment.

A new speed record for land planes hung in the balance today as trim racing craft prepared to hurtle across a three-kilometer straightaway course in the first major speed dash of the annual National Air Races.

Col. Roscoe Turner, who blazed a new east-west speed trial in the Bendix trophy race from New York Saturday, tuned up the self-same ship in the expectation of attaining 300 miles an hour or better in the Shell race, feature event of the day's program.

Turner entered the Wedell-Williams speedster in which he flashed across the continent in 11 hours and 40 minutes. Turner was shooting at the 296-mile mark averaged by Jimmy Doolittle in winning the Thompson trophy race last year in Cleveland.

WEDELL FAVORED

The designer of this speedster was favored to offer Turner his greatest competition. He was James Wedell, young Louisiana aeronautical engineer, who was the only other finisher in Saturday's Bendix dash. He trailed Turner across the finish line by 21 minutes.

Wedell's chances in the Shell race were almost obliterated yesterday when his plane caught fire as W. A. McDonald was flying it in a special event. Repairs were hastily made.

Thirty thousand spectators who braved a hot, glaring sun, witnessed another mishap yesterday when a parachute jumper landed in the crowded stands. Caught by a sudden gust of wind, Dan Hennan of Chicago was blown into the spectators' section. Three persons were bruised as the jumper landed on his neck in the folds of billowing canvas. Hennan was unconscious although he suffered no serious injury.

MAE HAIZLIP ENTERED

Mae Haizlip, women's speed record holder, was favored to defend

[CONTINUED ON PAGE 10, COL. 3]

* * *

Continued on page 10

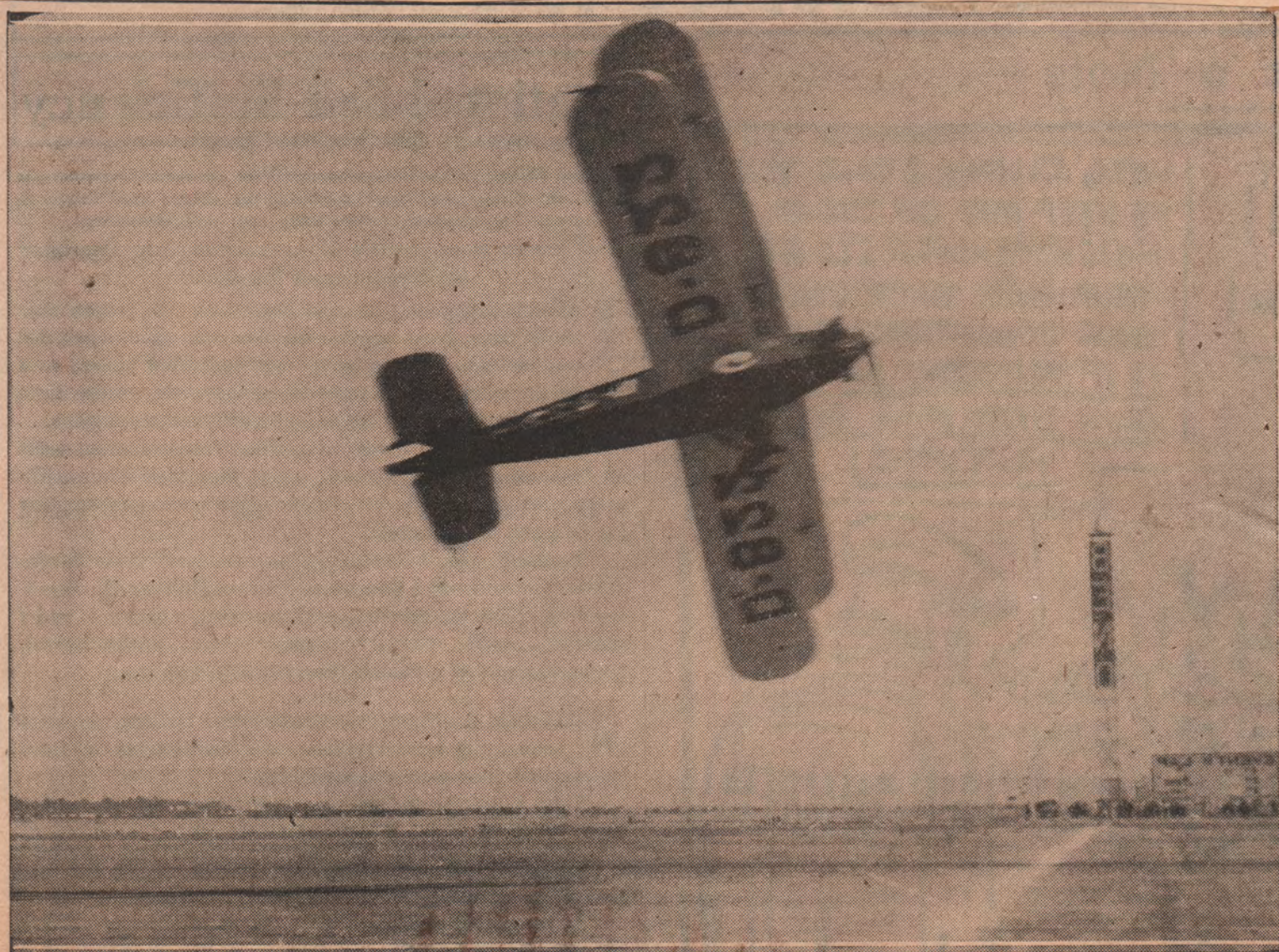
Stunt Flyers Bring Gasps

From National Air Race Crowds



ANOTHER PICTURE of Major Ernst Udet. He is shown climbing into the cockpit of his plane.

THE MAJOR IS READY to start his dangerous ride, which put spectators on the edges of their seats.



MAJOR ERNST UDET, German war ace, gave the air race fans plenty of thrills when he stunted his plane close to the ground.

HE IS SHOWN HERE doing almost a vertical bank with the right wing of his plane only a few feet from the hard old earth.

Thrills, Daring and Speed

ER - - - A PAPER FOR PEOPLE WHO THINK

CCC

SECTION I

5

Greet 50,000 Air Race Spectators

1933 NATIONAL AIR RACES

WORLD'S PREMIER AIR CLASSIC

JULY 1-2-3-4
LOS ANGELES

SANCTIONED BY THE NATIONAL AERONAUTIC ASSOCIATION



JUST A PART OF THE 50,000 persons who saw the races and stunts at the national air races yesterday afternoon. Examiner photos.

ONE OF THE PARACHUTE jumpers landed in the middle of this crowd. He was uninjured, but three spectators were bruised.

MILITARY TOUCH

Swift little fighting planes, speedy observation ships and huge menacing bombers from the Army, Navy and Marine Corps added a military touch to the show.

In formations as compact and steady as if they had been built that way they swept over the field, back and forth, circling and maneuvering to the roar of the high-powered motors.

Frank Clark, Paul Mantz and O. C. LeBoutilliere, stunt pilots from Hollywood, thrilled the crowd with daring performances traced in smoke.

Boardman Badly Hurt as Wind Causes Crash

INDIANAPOLIS, July 1.—Three of the six entrants in the Bendix speed race crashed near Indianapolis today.

Russell Boardman was seriously hurt when his Gee Bee special upset while taking off at the Municipal Airport here after a refueling stop.

Crashes also put Russell Thaw and Lee Gehlbach out of the race, but they were uninjured.

Thaw's Gee Bee special broke a wing tip as he was landing at the Municipal Airport to refuel. The Wedell-Williams ship of Gehlbach made a forced landing near New Bethel, Indianapolis suburb.

An unusual shifting of 45 degrees in the direction of the wind caused the disaster to Boardman. His plane, which had just leveled off, plunged to the ground when the change in the wind apparently caused the ship to fall a quarter of a mile from the airport administration building.

Boardman was rushed to the City Hospital.

Thaw insisted upon accompanying his fellow flyer to the hospital. It will require many hours to repair Thaw's ship.

An air lock in the gasoline system of Gehlbach's plane caused his mishap. The plane dived to the ground, crashed through a fence and halted in a wheat field.

THREE PILOTS CRACK UP; BOARDMAN MAY DIE

INDIANAPOLIS, July 1. (AP)—Accidents in and near this city today terminated the flights of three of the five male contestants in the \$12,500 New York-to-Los Angeles air derby in connection with the National Air Races.

In one of the accidents Russell Boardman, Boston flyer, who in 1931 made a nonstop flight from New York to Istanbul, Turkey, suffered injuries that endanger his life.

The plane of Russell Thaw, 22-year-old New York aviator, made a ground loop while landing and a wing was damaged, necessitating his withdrawal.

The third to be forced out was Lee Gehlbach of Patterson, La. He landed in a field a few miles east

of the city when he experienced trouble while switching his gasoline supply from one tank to another. His plane ran through a fence, damaging the propeller and one wing.

Neither Thaw nor Gehlbach was injured. They planned to make repairs to their ships and continue the westward flight tomorrow.

Boardman after refueling had started a take-off in continuation of his westward race. His ship was barely off the ground when it appeared to be caught in a cross-wind. It flopped about out of control, hit the ground and overturned.

Boardman was given first-aid treatment at the airport and then taken to the City Hospital. He was found to have suffered a fractured skull, a punctured lung and a broken shoulder.

Other events listed for today are two free-for-all races, stunts by Major Ernst Udet and Lieut. Tito Falconi; Army, Navy and Marine Corps aviators in tactical maneuvers; parachute jumps, autogyro looping, and formation flying.

The night show, starting at 7:30 o'clock, has a spectacular program.

VARIETY MARKS ARRAY OF EVENTS FOR TODAY

Today's official program of the National Air Races at Los Angeles Municipal Airport is as follows:

10 a.m.: Foreman & Clark trophy. Precision parachute-jumping contest.

10:30 a.m.: Free-for-all for men and women pilots. Total purse \$400 and 15 points toward sweepstakes award. Open to any type of airplane powered with an engine having not more than 200-cubic-inch-piston displacement. Qualifying speed, 100 miles an hour.

1 p.m.: Opening ceremony, massed band drill sponsored by the Standard Oil Company.

Foreman & Clark trophy. Precision parachute-jumping contest.

Looping autogyro by Johnny Miller, sponsored by the Pennzoil Company.

Official arrival of the United States Army Air Corps squadrons from March Field.

Delayed parachute jump by Spud Manning, sponsored by the Pennzoil Company.

Tactical maneuvers by the United States Marine Air Corps.

Free-for-all for men and women pilots. Total purse \$800 and 15 points toward sweep-

stakes award. Open to any type of airplane powered with an engine having not more than 375-cubic-inch-piston displacement. Qualifying speed, 150 miles an hour.

Lieut. Tito Falconi, premier Italian aerial acrobat.

Tactical maneuvers by the United States Naval Air Service.

Free-for-all for men and women pilots. Total purse \$2000 and 15 points toward sweepstakes award. Open to any type of airplane powered with an engine having not more than 550-cubic-inch-piston displacement. Qualifying speed, 175 miles an hour.

Maj. Ernst Udet, German acrobatic ace.

Fred B. Keeler trophy race. Free-for-all for men and women pilots. Total purse \$2500.

Open to any type of airplane powered with an engine having not more than 1000-cubic-inch-piston displacement. Qualifying speed, 200 miles an hour.

Hollywood motion-picture trio, acrobatic smoke screen. Frank Clark, Paul Mance and O. C. LeBoutilliere.

Group parachute jump. 7:30 p.m.: Night show.

Winners of Race Events

Official results of yesterday's National Air Races events follow:

Los Angeles Breakfast Club trophy race—six laps on a five-mile course: First, George Hague, Los Angeles, Menasco-powered Keith-Reider, 10.54m., 164.93 miles an hour; second, S. J. Wittman, Oshkosh, Wis., Menasco-powered Chester special, 11.15m., 159.83 miles an hour; third, Lee Miles, Los Angeles, Miles & Atwood special, 11.32m., 155.88 miles an hour; fourth, Art C. Chester, Joliet, Ill., Menasco-powered Chester special, 12.12m., 147.45 miles an hour.

Bendix trophy race—New York to Los Angeles: First, Col. Roscoe Turner, Wasp, Sr.-powered Wedell-Williams, 11h. 30m., 214.78 miles an hour; second, J. R. Wedell, Wasp, Jr.-powered Wedell-Williams, 11h. 58m. 18s., 209.23 miles an hour.

Free-for-all planes powered with an engine having not more than 550 cubic-inch piston displacement—ten laps on a five-mile course: Ray Moore, Oakland, Menasco-powered Keith-Ryder, was announced as winner, but Ben O.

BOARDMAN DIES FROM AIR CRASH

Bendix Race Mishap Fatal to Noted Flier

INDIANAPOLIS, Ind., July 3.—(UP)—Russell Boardman, holder of the American long distance flying record who was injured here Saturday when the plane he was piloting in the Bendix race crashed, died today.

Boardman's wife, who rushed to his bedside by plane following the accident early Saturday morning, and his brother were with the famed aviator when death came.

Boardman suffered a skull fracture and a broken back and neck when his tiny Gee Bee plane plunged to earth at Municipal Airport from a height of 50 feet. Boardman had just taken off with a heavy load of gasoline on the second leg of the New York to Los Angeles flight.

He had gained speed of about 100 miles an hour when the ship suddenly nosed into the ground. Boardman was pulled from the cockpit unconscious. He did not regain consciousness before death.

Air experts believed Boardman's little ship, carrying the heavy load, struck a cross-current.

Boardman set his long distance flying record in a hop from New York to Istanbul, Turkey.

Howard, builder of the Menasco-powered Howard Special, flown by Roy Minor, Los Angeles, protested the decision. Howard protested he was not satisfied with the timing check and asserted Moore cut in on Minor while the ships were rounding a pylon. Carl Schory, chief timer, announced a meeting this morning to decide the question. Second and third-place winners were announced.

Tito Falconi Promises Added Thrills Today



TITO FALCONI, THE little Italian stunt flyer was asked to speak over the radio.

YOU CAN SEE FROM the expression and the hands in the air that he thinks it a good joke.

Aerial Program Offers Many Thrilling Events

National Air Races.

MONDAY'S EVENTS — Maj. Ernst Udet, Lieut. Tito Falconi, Shell speed dash, Hoot Gibson and Ken Maynard, Frank A. Tichenor trophy race, speed races, stunt flying, parachute drops, Johnny Miller looping autogiro, Marine Corps and Army maneuvers, film stunt flyers and other features. At 12:30 o'clock.

NIGHT PROGRAM — Fireworks, pageant, combat flying, lighted parachute descent,

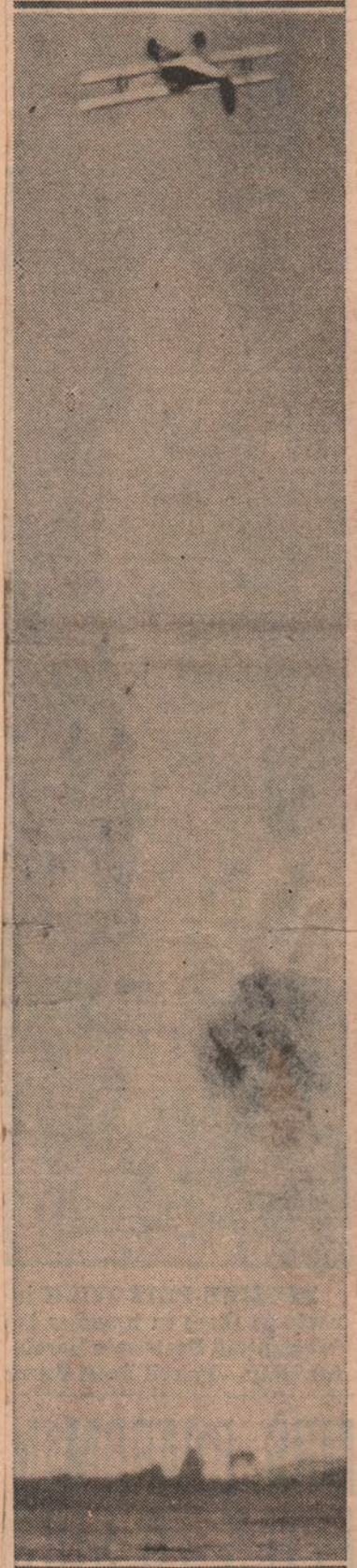
"diving comet," and other attractions. At 7:30 o'clock.

Place — Los Angeles Municipal Airport, at Redondo boulevard and Imperial highway, south of Manchester avenue and southwest of Inglewood.

Los Angeles Railway bus service to airport from Fifth and Hill streets hourly, between 7 a. m. and 8 p. m., with 15-minute service between noon and 1:15 p. m., and 6 and 7 p. m.

Parking — Ample parking space near field.

Thrills



LIEUT. TITO FALCONE shown flying upside down at the Air Races.

ITALY AERIAL ARMADA LANDS AT IRISH GOAL

Planes Just Brush Tree Tops,
but Miss Disaster, Flyers
Given Stirring Ovation



MAJOR UDET AGAIN treats the spectators to a thrill when he tries to pick up a handkerchief from the ground with one wing.

ARROW POINTS TO the handkerchief which the hook on the end of the wing has missed. Failure yesterday was blamed on bumpy air.

Thrills? None Greater Than German's Stunting



Major Udet as he appears to Joe Grant, Record staff artist. The German air ace, famed killer in the World war, strangely is a native of Bavaria, most peace-loving of Teutonic peoples.

Major Udet's visit to Los Angeles to fly in the National Air races is a patriotic good-will gesture. He's in the hole financially on the trip.

"If Los Angeles likes my flying that's splendid for Germany," he says, "and makes me happy."

Flying expeditions to strange places are Major Udet's hobby. He flew in that remarkable film of Switzerland—"The White Hell of Pitz Palou"—and recently took motion pictures of lions and elephants in Africa. That adventure film hasn't reached America.

You'll see him on the screen again when "S O S Iceberg," now in its 13th month of production, is finally released in this country. It was made in Greenland.

By GILBERT BROWN

A fifth of a mile above the grandstand Maj. Ernst Udet shuts off the motor of his red plane.

Fifty thousand pairs of eyes are watching. Fifty thousand breaths are held.

The light ship comes to a hovering stop in mid-air. Then its nose dips.

The big bird of the air swoops in a long curving dive and noses straight up again.

"He's going to try a deadstick loop," intones the announcer.

Like a child's model glider, the red plane sticks its nose up to the sky and hangs there for a second.

Then, lightly as a leaf, it drops forward—this time with increased speed.

Another swoop, and the silent ship—with the wind whistling through its struts—climbs the sky and hangs dead still for just a second on its back.

Will he make it?

The grandstand rises as one man and gasps with relief and admiration as Udet's plane topples over and completes a perfect loop, then another and another.

That moment when the plane hangs poised on its back is the big moment for the crowds that daily visit the national air races at Mines field.

It's also the big moment to Major Udet.

"That's the biggest thrill of the day to me," he says, speaking with a thick German accent, a cigaret between his fingers. "In those two or three seconds when the plane comes to a dead stop, with the motor shut off, I can hear everything that goes on in the grandstand.

"I enjoy that moment greatly."

Major Udet was just having a slim breakfast of bread, coffee and jelly when I broke in on him in his room at the Biltmore hotel.

He doesn't travel with a retinue of secretaries and servants, as you'd expect. He's entirely alone

[CONTINUED ON PAGE 10, COL. 3]

You wouldn't take Major Udet for German if you met him on the street—at least, not until he spoke.

He's short, stocky, blue eyes, and partly bald. His light brown hair is brushed straight back.

Major Udet is a Bavarian. He lived in Munich until five years ago, when he moved to Berlin. He's now a member of the Hitler government's air ministry.

Although he's one of the most distinguished German veterans of the world war—63 enemy planes brought down—Udet is only 37. But he feels pretty old alongside the youngsters who are flying today.

"It's hard work to keep ahead of these young fellows who are doing such wonderful flying today," he says.

except for the mechanic who accompanied him from Germany, and the two planes he brought—one for exhibition stunting and one for air touring.

Both are his own design. The red plane in which he cavorts with crazy grace at Mines field is a Flamingo, powered with a Siemens-Halske motor.

It's a slow plane, looping at the incredibly low speed of 80 miles an hour.

Major Udet flew across the country from New York in his second plane, a Klemm monoplane.

At Udet's Flying works in Berlin 14 different types of planes are made. He calls the "Flamingo"—the plane he uses for his stunts here—a "school plane."

He is much attached to this particular Flamingo. "This is the fifth engine I've had in her," he says.

ONLY GIRL IN RACE

Amelia Lands for Fuel at St. Louis Airport

LAMBERT MUNICIPAL AIRPORT, St. Louis, July 1.—Miss Amelia Earhart, only woman entrant to take off this morning in the New York to Los Angeles Bendix trophy air race, landed unexpectedly here this morning at 8:40 for refueling. She had been expected to refuel at Wichita, Kans.

About an hour earlier, Jimmy Wedell, another Bendix trophy race entry, had landed here and after a six-minute stop resumed his journey. Wedell said he planned to make one more stop, probably at Albuquerque, N. M.

As she hopped off, Miss Earhart said she would attempt to reach Los Angeles without making another stop.

—“BUY AMERICAN”

Ruth Nichols Ends Aerial Speed Dash in Wichita

WICHITA, Kans., July 2.—(AP)—Miss Ruth Nichols, who left New York this morning on a speed dash for Los Angeles, landed here at 1:40 p. m. to spend the night. The aviatrix said she was compelled to stop here for motor adjustments and that it would not be possible to take off again before tomorrow. Her motor was “missing” and overheating badly, she said.

Amelia Earhart, another flyer who landed here yesterday afternoon after being forced out of the transcontinental race, took off at 8 o'clock this morning for Los Angeles and the National Air Races. She, too, experienced motor trouble and was obliged to stop here for a night while her plane was undergoing adjustments.

RUTH NICHOLS ENDS AIR DASH

WICHITA, Kans., July 2.—(AP)—Miss Ruth Nichols, who left New York this morning on a speed dash for Los Angeles, landed here at 1:40 p. m. to spend the night. The aviatrix said she was compelled to stop here for motor adjustments and that it would not be possible to take off again before tomorrow. Her motor was “missing” and overheating badly, she said.



AMELIA EARHART, who was flying to Los Angeles yesterday in the Bendix race.



QUEEN OF AIR

May Haizlip of St. Louis, holder of women's record of 256 miles an hour, is favorite to win Shell speed dash for women today.

LT.-COL. ROSCOE TURNER
WON THE
NEW YORK to LOS ANGELES
AIR RACE
AND
BROKE THE RECORD

TURNER TELLS OF FLIGHT

Bendix Air Race Winner Paints Vivid Picture of Dash Across Nation Against Time

BY COL. ROSCOE TURNER

[Copyright, 1933, by the Los Angeles Times]

Speed with safety—that's what I wanted to demonstrate in my dash across the nation. And I believe I carried out my purpose. For that little plane of mine isn't only fast—boy, is it fast!—but it's safe.

Certainly, you have to fly it but it has about everything an automobile boasts, plus speed.

Why, it has a self-starter, a comfortable driving seat, a hatch that I pull over my head to make it a convertible coupe, so to speak, and power to spare.

It was that reserve power, in fact, that threw a big scare into me. For I opened up that Pratt-Whitney Wasp, Sr., engine for the first ninety miles out of Floyd Bennett Field. At its top speed of 2500 revolutions per minute, the engine eats up eighty gallons of gas an hour.

I gave it full throttle and did we move, five miles a minute and no less during those ninety miles. My gas went at a correspondingly high rate and the first thing I knew I was forced to land at Columbus, O., to take on an extra fifty gallons of gas to get me to my regular fuel stop at Indianapolis.

There wasn't anyone on the fuel line at Columbus and I had to look up a gas truck. I lost twenty precious minutes and about as many pounds—the way I felt—waiting for them to get me going again.

Then I had to stop at Wichita, Kan., and Albuquerque, N. M., for more fuel. I had counted on those stops, though, and got away with the loss of only a few minutes.

Such a flight as this does not just happen. It has taken months of

work and co-operation to make it possible.

A plane, engine and preparation cost money. A group of local men—sportsmen enough to back me—that I want to thank. They are Tom Hynson of Pasadena, Darryl F. Zanuck, Joe Schenck, Robert Montgomery, H. W. Barlow of the University of Minnesota, and Twentieth Century Pictures.

Without these friends I couldn't have entered the race and I'm happy there were men in Los Angeles to help me bring the record to our city.

Vincent Bendix, the man who sponsored the race, makes it possible for us each year to build faster ships and fly them in competition.

And I certainly don't want to forget Jimmy Wedell—the man that designed my racer and flew another one against me. They tell me I beat him by twenty-eight minutes. He's a great flyer and a fine airplane engineer. I'm glad he got through okeh. I'm sorry the rest of the boys didn't get across.

I've entered the transcontinental races each year since 1929. This is the first time I came through in first place.

Jimmy beat my former record, too. It shows we're stepping up the world's land plane speed month by month.

-- THE WINNER



COL. ROSCOE TURNER, who set a record of 11 hours and 40 minutes in race.

OFFICIALS GREET FLYERS

Shaw and Porter on Hand as Famed Aviators Go Into Action at Municipal Airport

(Continued from First Page)

p.m.— will be a winning mark in the women's division.

Turner's day of flying yesterday was worth \$5050 in cash. He won \$4050 for first place, 45 per cent of the \$9000 purse for men, and an extra \$1000 for cracking his own east-west speed mark.

He was presented with the big Bendix trophy, symbolical of first place, by Vincent Bendix, sponsor of the annual dash.

Wedell collected \$2250 for second place and a replica of the Bendix trophy.

"Don't rush me—my hurry's over," grinned Turner as he taxied up to the grand stand on landing.

GREETED BY WIFE

"Here's my suit case, dear," he shouted to his wife, Mrs. Carline Turner, on hand to meet him with their friends, Mr. and Mrs. Robert Montgomery. The baggage was a tiny valise just large enough for a shirt and a toothbrush.

Mrs. Turner kissed him and Mrs. Montgomery kissed him. Pilots and backers pounded him on his white-helmeted head and slapped his back before he could get out of the ship.

He waited for Wedell to land. Then the pair went to the pilots' clubrooms. When Turner arrived the 48,000-capacity grand stands were about two-thirds full and the inaugural race ceremonies were ready to open.

The entire program got officially under way when pageantry in the form of a three-mile-long parade preceded the actual opening of the air show, and several hundred thousand persons who did not get out to the airport had an opportunity to see the parade as it passed, first through downtown streets before breaking up and then reforming at the airport just before the opening ceremony.

Starting at Temple and Spring streets, the line of march was down Spring to First, then over to Broadway, and down Broadway to Pico street, where it disbanded to allow its separate units to hasten out to the municipal airport. Heading

the parade was Jean Harlow, motion-picture actress who first won fame in an aviation picture. Not far behind was a car in which ex-Mayor Porter and new-Mayor Shaw rode together.

In the line of march were California National Guardsmen, Coast Artillerymen from Fort MacArthur, sailors and marines; a phalanx of motorcycle police of the State Highway Patrol, who gave exhibitions of skillful maneuvering; circus horses, floats and airplanes being towed or aboard trucks. An interesting section of the parade was a chronological exhibit of the history of transportation, from ox carts to the airplane.

After the colorful parade had wound its way around the huge air field, Mayor Shaw officially opened the races with an address in which he referred to the event as "the turning of the first page in a new chapter in the history of aviation."

He recalled that it is scarcely more than a score of years ago since this city's first air meet was staged at Dominguez Field and pictured the progress made since then in aviation.

Then from 1 p.m. on it was one sky thrill after another for the crowd.

There were two closed course races that brought buzzing little clipped-winged racers shooting around the home pylon at 200 miles an hour, but the daring abandon of individual stunt artists and Army, Navy and Marine Corps fighting pilots gave the spectators their greatest thrills.

Eighteen Boeing fighters of Squadron V-F-3-B, from the U.S.S. carrier Langley, led by Lieutenant-Commander A. M. Pride, took to the air quietly enough. But they came back diving earthward in formation to rocket within 500 feet of the ground.

Evidently not satisfied with the attack their commander split them up in formations of three, then radioed them to try it again. And they did, first from one direction, then another and then still another, diving earthward at 250 miles an hour and centering their myth-

ical machine-gun fire on the home race pylon, 200 feet in front of the center of the grand stand!

Then Lieut. Tito Falconi, inverted flight ace of the Royal Italian Air Force, took off in his little Caproni biplane to stage a one-man air show. The 115 pounds of aerial dexterity showed the crowd how upside-down flying is done in Italy. The young officer did everything in the airmen's book but did them upside down.

When military ships of the Army Air Corps took to the skies it appeared there was nothing left for them to do that would thrill the crowd. But the eighteen pilots of Thirty-first, Eleventh and Ninth Bombardment squadrons and those piloting eighteen single-seat Boeing pursuit ships of the Ninety-fifth Pursuit Squadron—all members of the First Bombardment Wing, March Field—had a series of tactical surprises that brought cheers at every new sky evolution.

ENEMY PART PLAYED

The pursuers played enemy to their bombers—six new locally built camouflaged Douglas giant speedsters, six Curtiss Condors and six Keystone — and dove on them, climbed up under them and harassed them in a friendly game of war.

Lieut. William Matheny, leading the bombers, shuttled them aside to make way for the act prepared by the single seaters commanded by Lieut. J. E. Mallory. Stringing out in a long serpentine—the nose of one ship barely twenty feet from the tail of the next in line—the eighteen battle pilots twisted through the air in dives, climbs, turns and attacks. For nearly fifteen minutes they roared a crescendo of power in dives and speed, keeping the spectators guessing as to what was coming next.

After these rapid-fire displays of aerobatics it was up to Maj. Ernst Udet, Germany's ranking World War ace, with sixty-three Allied victories to his credit, to add something new. He did.

DANGEROUS LOOP MADE

For with the light biplane Flamingo, which he built himself nine years ago, he executed maneuvers that ordinarily are fatal. He not only stalled the plane within a stone's throw of the ground, but also looped it with its engine shut off from an altitude of about 300 feet. He came out of the last loop so close to the earth that he was forced to sideslip the ship over the heads of grand-stand spectators in order to make the landing field.

How a man appears falling straight downward for nearly two miles was shown by Spud Manning, Los Angeles parachute jumper. He bailed out of an autogyro and tumbled earthward to within 1000 feet of the ground before pulling the release ring of his parachute. He carried a sack of flour in his arms, throwing out a puff of white every few seconds to mark his fall.

AUTOGYRO LOOPED

Johnny Miller, who took Manning aloft, looped the Pennzoll autogyro to demonstrate the stunt for the first time here.

In the first closed-course race around the five-mile triangular route, George O. Hague of Santa Monica, who received his first taste of racing yesterday, won the Los Angeles Breakfast Club trophy event. He averaged 164 miles an hour in the thirty-mile dash.

The scheduled Shell three-kilometer speed dash for women was postponed with the announcement that motor trouble had developed in ships of the entrants. Race officials said the Shell dash may be run today or tomorrow.

All the stunts and demonstrations executed by the military and individual pilots are to be repeated, with variations, today, tomorrow and Tuesday.

SENSATIONAL AERO STUNTS THRILL CROWD

Military Fighting Planes and Bombers Add Martial Touch to Great Aviation Program

NIGHT FIREWORKS

Today's opening ceremony is scheduled for 1 p.m.

The airport is on Redondo Boulevard, three miles southwest of Inglewood. Free automobile parking space is provided for ticket purchasers.

Night fireworks and searchlight-aircraft maneuvers are given on each of the four days in an after-dark thrill program, starting at 7:30 p.m. Spectators of the afternoon performance will be allowed to re-

main for the night flights without purchasing additional tickets.

At last night's sky entertainment navy and marine corps battle planes, the latter six Boeings of V-F-10-M Squadron, San Diego, and commanded by Capt. Vernon M. Guyon, fought it out with ground forces of the California National Guard. The Guardsmen and commercial searchlight operators attempted to trap the fighters in the beams of lights and to prevent them from bombing a miniature village built on the airdrome. This will be repeated tonight.

Jerry Wessling came floating to earth with two chutes drifting him along while lights followed his course earthward.

AMERICAN AIR RACES

BEGIN IN CHICAGO

MUNICIPAL AIRPORT (Chi-

ago) July 1. (P)—Harold Neumann of Moline, Ill., and Art Davis of Lansing, Mich., each added new laurels to their racing crowns today in the opening event of the American Air Races.

Neumann's monocoque was first in two twenty-five-mile races around a triangular five-mile course. His speed in winning the \$1000 prize averaged 107.26 miles an hour.

Aerial Acrobatics Thrill 40,000 as Four-



At the left, in the opening day's program of the National Air Races at Los Angeles Municipal Airport were the United States Navy ceremony. Next is Col. Roscoe Turner as he climbed from his plane at the end of his record-breaking East-to-West flight yesterday's transcontinental dash, is shown at the microphone and beside him is his replica of the famous Bendix Trophy. A

Day National Air Classic Gets Under Way



fighters of Squadron V-F-3-B from the carrier Langley, passing in review as Navy and American Legion color bearers line up for opening across the continent. Mrs. Turner is standing beside the ship. James Wedell, who built the Turner plane and who finished second in yesterday's dash, is shown at the microphone. To the right is Maj. Ernst Udet, famous German war ace and stunt flyer, coming out of a loop started at lower than 300 feet.

AIR RACES INTEREST SOCIETY

Many Parties
Incidental
To Meet



Sidelights on
National
Air Races

'MOTHER' OF ALL PILOTS VISITS AIR RACES HERE



Mrs. C. A. (Mother) Tusch

She is the mother of them all. The most honored feminine guest at the Los Angeles Municipal Airport—Mrs. C. A. (Mother) Tusch of 2211 Union street, Berkeley, where air aces have their shrine.

From the early days of aviation to now Mother Tusch has attended every major air event and probably is the record holder on faithful attendance. Her home is known as The Hangar to pilots of all nations. She calls them her boys and they affectionately regard her as Mother—thousands of now-famous aviators—motherless or far from home—have vested their most fond possession—their wings—to her keeping forever. Her modest abode in Berkeley holds the most valuable and complete collection of air trophies in existence, it is said.

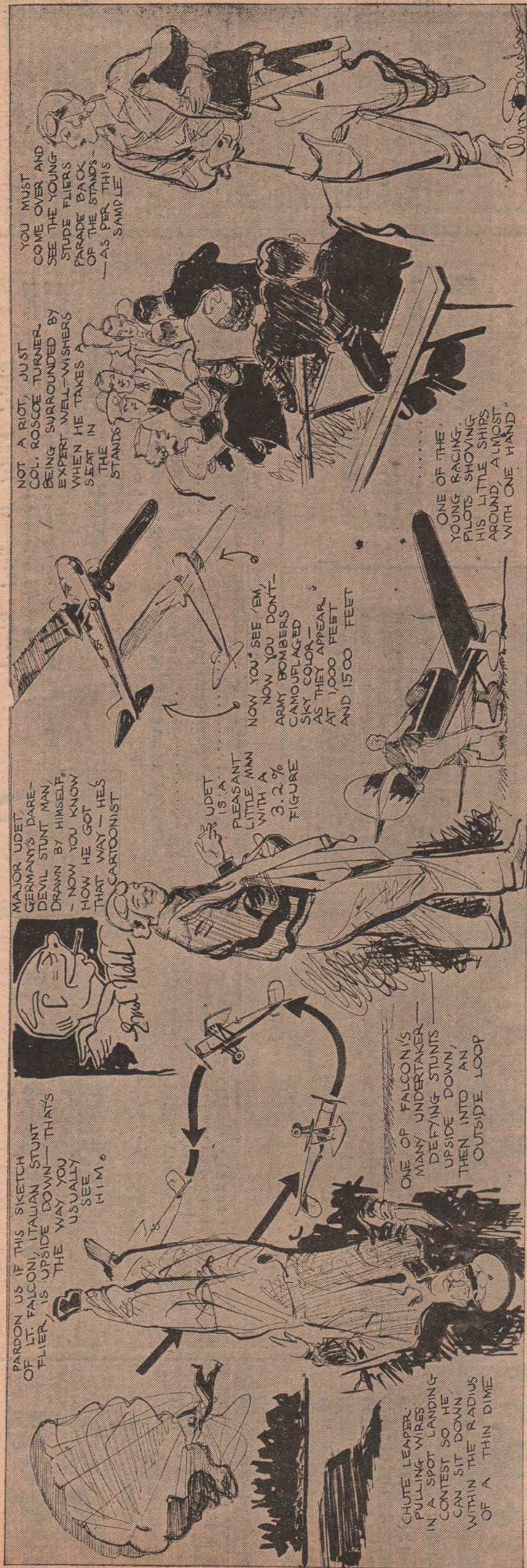
Her most cherished possession is the silver medalion emblematic of Germany's highest tribute to her air heroes—the wings presented to Capt. Willie Mauss—inscribed at the direction of Kaiser Wilhelm, who heard of her affection for airmen and ordered this inscription on the wings—"To the Mother of Us All—Mother Tusch."

Mother Tusch is a guest at the Ambassador during the thirteenth annual air classic. "Hello—my boys! God bless you and may we meet again," she said in extending an invitation to her many "sons" to pay her a visit during their stay in Los Angeles.

Impressions of Air Races

Flying Personalities

And Aerial Acrobats



These drawings, made from life on the scene by a staff artist of The Evening Herald and Ex-

press, give impressions of the National Air races and some of the colorful personalities therein.

Among others, the sketches portray Major Ernst Udet, German ace who is an artist on land as well as in the air, and Lieut. Tito Falconi, Italian airman of upside-down exploits.

ITALIAN ON CHICAGO AIR TRIP KILLED

Three Hurt When Ship in Armada Strikes Water in Amsterdam

AMSTERDAM, July 2. (Sunday) (P)—The Italian air armada of twenty-four sea planes led by Gen. Balbo, Minister of Aviation, took off at 7:30 a.m., Amsterdam time (10:10 a.m. Pacific standard time Saturday) on the second leg of their flight from Italy to Chicago.

AMSTERDAM, July 1. (P)—Tragedy marked the arrival here today of the Italian air armada of twenty-five seaplanes en route for Chicago. One of the ships capsized on striking the water, resulting in the death of Sergt. Quintavalle and the injury of three other members of the crew.

Gen. Balbo, the youthful bearded leader of the squadron, and his companions were much disturbed at the loss of life.

Shortly after midnight, however, he talked with attaches of the Meteorological Institute of Holland and then ordered the pilots to be ready to leave their hotels at 5 p.m. for Londonderry, Ireland, forty minutes later.

The Italian squadron made a spectacular arrival here and received a warm welcome. The plane of which Sergt. Quintavalle was engineer careened as it alighted and the sergeant was suffocated.

The commander of the ill-fated craft, Flight Lieutenant Baldini, is said to be suffering from concussion. Flying Officers Novelli, second in command, has a broken arm and leg, while another member of the crew suffered a fractured jaw and broken shoulder bone. Only one member of the crew is un hurt.

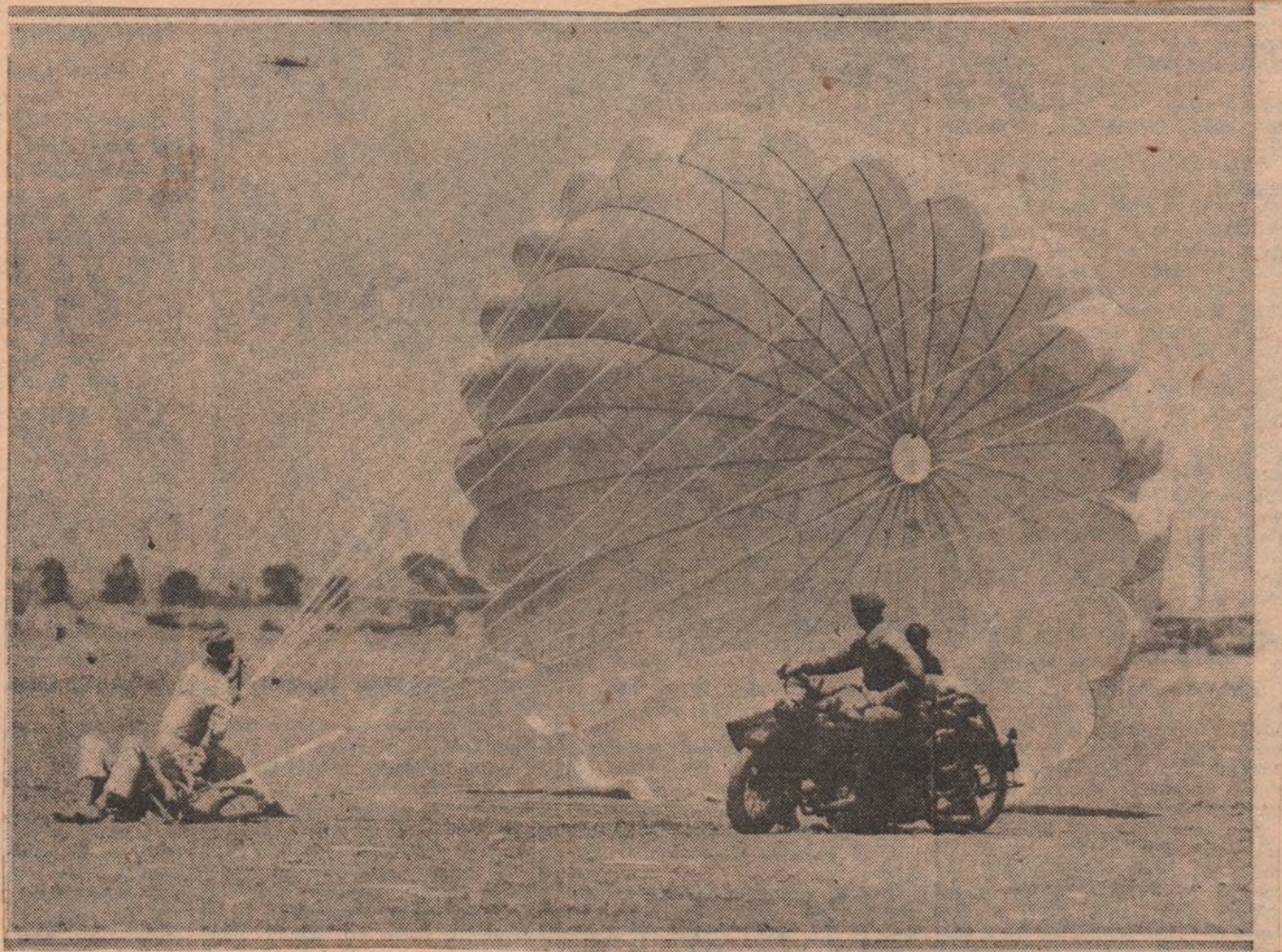
EARHART TO TRY WEST-EAST RECORD

NEW YORK, July 2 (A.P.)—Amelia Earhart Putnam will attempt late this week to break the women's west-east transcontinental nonstop speed record of 19 hours, 8 minutes which she set last summer, her husband, George Palmer Putnam, announced tonight.

MARY PICKFORD AIR RACE GUEST

LOS ANGELES, June 28 (A.P.)—Mary Pickford, America's only honorary war ace, will be the guest of honor at the first social event of the national air races, the inaugural ball tomorrow night. She also will act as hostess at the Municipal airport on the closing day of the program, July 4.

Parachute Jumpers Need Four-Wheel Brakes—Stopping—There's the Rub



'CHUTE JUMPER HURT



This photo shows Hank Novakoski, one of the daring parachute jumpers, making his landing at the edge of a circle "target" on the field. He injured his ankle while placing second in the competition of parachute experts. Above him soars a "blimp."



Society spectators in box parties turn eyes skyward as the races come to spectacular conclusion. This group includes, left to right, Mrs. Winston Cowgill, Mrs. Kenneth Walsh and Mrs. Marshall Caserley.

EXX

TERRA

ACTOR'S PLANE FALLS

Plane 'Throws' Gibson
Hoot Gibson, cowboy film actor, was injured yesterday when the plane he was flying crashed during the National Air Races at Los Angeles.



Edward S. "Hoot" Gibson, motion picture actor and aviator, was injured at the National Air races this afternoon.

Gibson's plane fell from a height of 100 feet in the special match race with Ken Maynard, also an actor and aviator.

The actor responded to emergency treatment at the field hospital.

Traveling at better than 100 miles per hour, the film cowboy's plane suddenly nosed over and fell to the earth.

His ship was completely demolished.

The accident occurred just after he had taken off for his race with Maynard.

His ship was traveling at full speed on the second lap when it suddenly fell.

Phones: TUCKER 1121 In One Section LOS ANGELES, MON

HOOT GIBSON

DAY, JULY 3, 1933 No. 11984

CRASHES

PLANE HITS GROUND IN FAST DASH

Film Cowboy Badly Hurt in Contest With Ken Maynard as Craft 'Slips' in Rounding Course Pylon.

TUESDAY MORNING, JULY 4, 1933.

C

CITY NEWS-

and Other Thrillers of National Air Race Program



GIBSON ESCAPES WITH LIFE IN CRASH AT AIR RACES

*Thousands See Film Star Injured
as Plane Plunges Into Earth;
Turner Dashes 294 M.P.H.*

BY TERREL DE LAPP

Hoot Gibson, broncho-riding, airplane-flying adventurer of the screen, who has made a living for twenty years by cheating death, escaped with his life miraculously yesterday afternoon when his racing plane crashed to earth before the horrified gaze of 25,000 National Air Races spectators at Los Angeles Municipal Airport.

As though their screams could help him right his slipping plane, the throng rose in terror, to see Gibson wobble on the second pylon turn of the first lap in a "grudge race" with Ken Maynard, also a flying cowboy of the screen.

* They saw him flash around the second pylon in a left turn at 150 miles an hour, the wings of the Swallow biplane vertical to the ground.

They saw his ship start sliding out of control, saw it nose downward, saw the lower wing rip through the open field a mile beyond the north airport boundary and turn over in a cloud of dust.

RUSHED TO HOSPITAL

"He is dead!" shouted thousands as ambulances and police raced to the scene. But Gibson was able to walk from an automobile after being rushed to the field emergency hospital.

There Dr. J. J. Lyster, flight surgeon of the races, found that Gibson had suffered most of his injuries on the face.

He received a deep cut above the right eye, another over the left eye and one on the chin. He was bruised from head to foot. His right leg was skinned and his right hand cut.

At Cedars of Lebanon Hospital, where the cowboy player was taken following half an hour of careful patching at the airport hospital, it was announced that X-ray examination revealed no fractured bones. Likewise there was no indication that Gibson suffered internal injuries.

Later examination at the hospital resulted in Dr. George Berg announcing that Gibson's condition is serious.

Dr. Berg issued this statement late last night:

"Mr. Gibson probably is going to be all right. He is showing the symptoms of a brain concussion, the outcome of which we are not able to predict. He received a terrific shock and it is impossible to determine what his condition will be twelve or twenty-four hours from now as he may have received injuries which will not manifest themselves for some time."

The flyer was unconscious when Patrolman Dick Cornell of the Cali-

(Continued on Page 2, Column 1)

REVEAL GIBSON AVERTED FIRE IN AIR CRASH

Hoot Gibson, badly smashed up when the high-flying broncho plane he was piloting crashed during an exciting race with another cowboy film star, Ken Maynard, at the National Air Races yesterday, probably saved himself from a fiery death by presence of mind during critical moments, it was disclosed today.

According to Dr. Harry Martin, chairman of the California athletic commission, Gibson, who was entirely conscious and normal today, probably will be confined to his bed in the Cedars of Lebanon hospital for more than a month.

TURNED OFF GAS

"I talked with Hoot today," Dr. Martin said, "and he told me he knew the crash was coming, but didn't know how it happened.

"I knew I was going down, but I just couldn't straighten the ship out. I turned off the gas before it hit. I've always had a fear of fires."

Aviation experts who viewed the wreckage yesterday said at that time they hardly could understand how it failed to catch fire or how Gibson escaped with his life.

Dr. Martin said an examination of Gibson today showed he was suffering from fractures of the first, second and third lumbar vertebrae and first, second and third right ribs and the transverse trachae. He is black and blue almost from head to foot.

GAMENESS EVIDENT

The gameness of the famous, silver-haired film star was evident almost from the minute he was found lying, half-conscious on the field near his wrecked plane. When attendants started to lift him out of the ambulance and carry him into the emergency hospital, he struggled away from them, and staggered into the little first aid room himself.

"Aw, I'm all right, boys," he said, "you can't kill me."

GUARDIANS OF NATION

SOAR IN AIR RACE CLIMAX

ON INDEPENDENCE DAY



Old Glory proudly waves above the field, while giant bombing planes soar in formation and roar above the huge

crowds. This photo shows some of them forming an aerial cross of ships while they hurtle through the skies.



As the nation celebrates the Fourth of July today, the 157th anniversary of the Declaration of Independence, the National Air races in Los Angeles burst into

their grand climax with the planes of the army, navy and marine corps, modern guardians of American liberty and independence, staging inspiring maneuvers.



(A. P. Photo)
Jerry Wessling Floating Earthward to Win Parachute Jumping Competition.

CAL. PILOTS CAPTURE 2 CONTESTS

Lieutenant Falcone Cheats
Death as Wheels Strike
Ground in Stunt Dive

May Haizlip late today won Aerol trophy women's race at the national air races with an average speed of 168.216 miles per hour. Her fastest lap was 187.574 miles per hour. Mrs. Martie Bowman was second. Gladys O'Donnell third and Henrietta Sumner fourth.

A crowd estimated at well in excess of 50,000 persons, the largest of the 1933 National Air Races, this afternoon watched two young Santa Monica speed burners of the air battle desperately for first place and the grand sweepstakes prize of the sky carnival.

The two flyers were Roy Minor, who won the second race of the afternoon with an average speed of 139.803 miles per hour, and George Hague. Minor led with 26 points, followed by Hague with 25.

Hague, green at the racing game but supplied with nerve in large quantities, has been the sensation of the meet.

MEET BIG SUCCESS

As the races closed in a burst of glory and thrills for the huge throng of spectators, officials of the air races reported that the meet had been a financial success, but to what extent would not be known until a complete checkup tonight or tomorrow.

Thousands of spectators leaped to their feet with cries of horror once during the afternoon when it appeared that Lt. Tito Falcone, the slender little Italian dare-devil stunt flyer who has been amazing the throngs along with Major Ernst Udet, the German stunt flyer, cheated death or serious injury by a matter of inches.

Lieutenant Falcone, who has been engaging daily in a stunting duel with the suave German, was pulling the most hazardous tricks from his bag this afternoon when he performed one which ends in a dive toward the earth.

TURNER ATTEMPT

The little Italian made the dive, but it was so close to earth that the wheels of the plane actually touched and it was only by a skillful twist that Falcone righted it and kept it from turning over.

Meanwhile, Col. Roscoe Turner, famous conqueror of the air, who only last Saturday smashed the east-west transcontinental speed record by more than 1 hour, was in turn conquered by the air today when he attempted to set a new speed mark for land planes to crack

(CONTINUED ON PAGE SIX)

MAY HAIZLIP WINS RACE FOR WOMEN

(CONTINUED FROM PAGE ONE)

Major Jimmy Doolittle's record of 294.38 miles per hour.

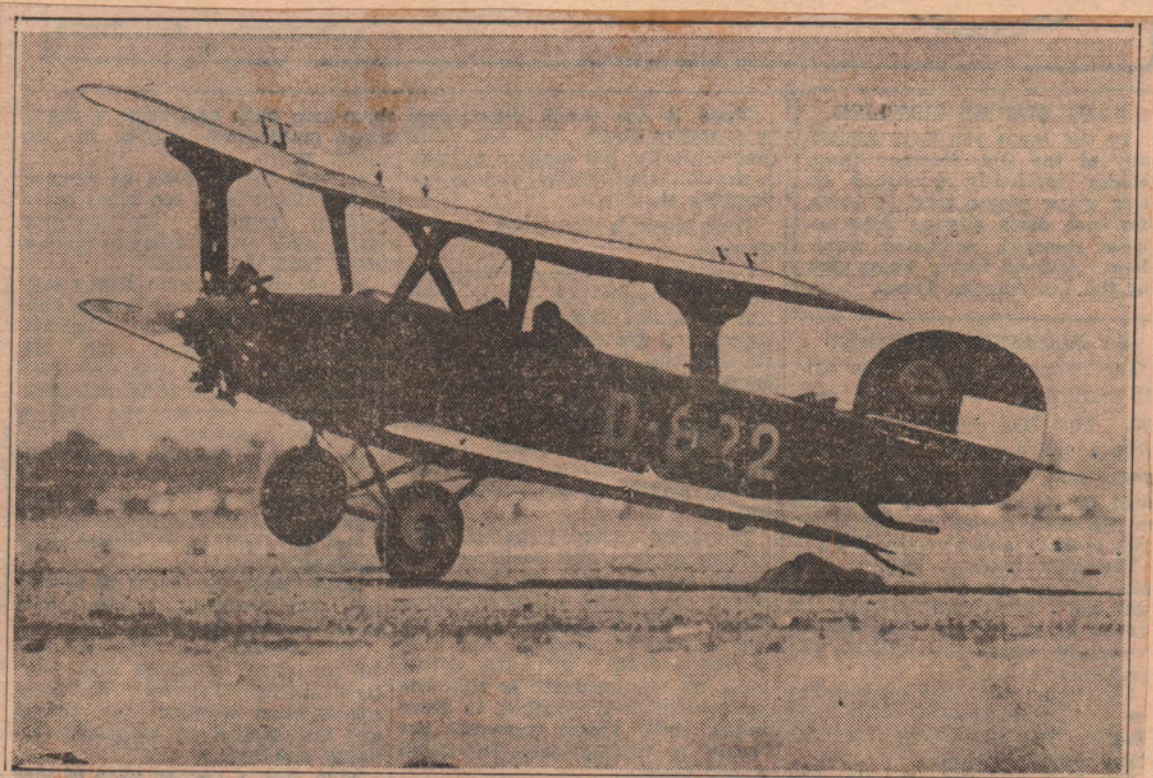
Turner made eight laps back and forth across the field in his great super-charged golden racer in which he flashed to victory in the cross-country Bendix race Saturday, but the best average he could make was 280.965 miles per hour, considerably below the record.

His eyes red-rimmed from his furious speed battle, Turner was almost in tears with disappointment as he faced the microphone and told the crowd over the loud speaker what had happened.

"There was a bad haze and I lost the course several times," Turner told the throngs. "The air was bumpy, too. But my plane has done more than 300 miles an hour with me in it, and I'm going to keep on trying until I bring the land speed record to Los Angeles."



(Wide World Photo)
J. D. Pate, Stunt Man, Sticks to Plane's Wing With Suction Shoes While Looping.



(Wide World Photo)
Maj. Udet's Ship Almost Picks Handkerchief Off the Ground.



Fast Explosive-carrying Air Corps Bombers in Tight Formation.

Awaits Dawn to Continue Chicago Flight

At Londonderry, Ireland, the squadron of 24 Italian seaplanes was waiting last night for a clear dawn in which to renew its mass flight to Chicago over the route shown below. At left is Gen. Italo Balbo, in command of the expedition. Maj. Enea Silvio Recagno, one of the flight leaders, is shown below, and at the top is one of the seaplanes.



—Associated Press photo.



MANY BEAUTIFUL SIGHTS are pictured each night at the national air races. Here are nine planes flying in formation, all lighted.



C. J. Spain Getting Official Line on Pilots With Electrical Timing Device. (Wide World Photo)



Clifford Henderson Greets Senator McAdoo and Peggy Hamilton.



(A. P. Photo)

March Field Pursuit Pilots Fly in Vee Formation.



"There They Go!" Crowd Craning Necks Skyward to Watch Stunts.

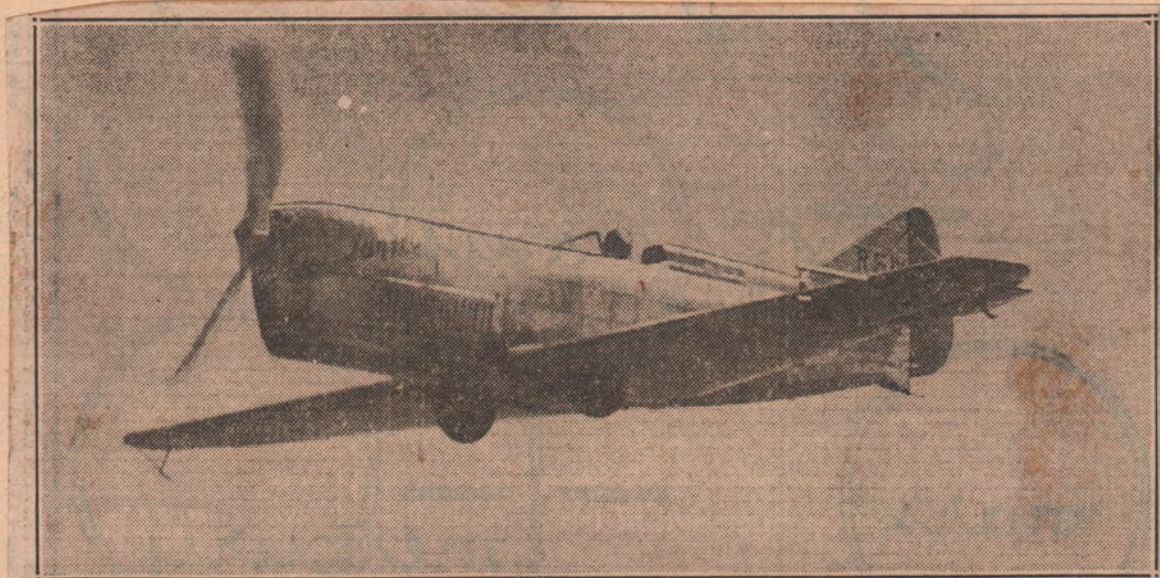
MONDAY MORNING.

Air Races Provide

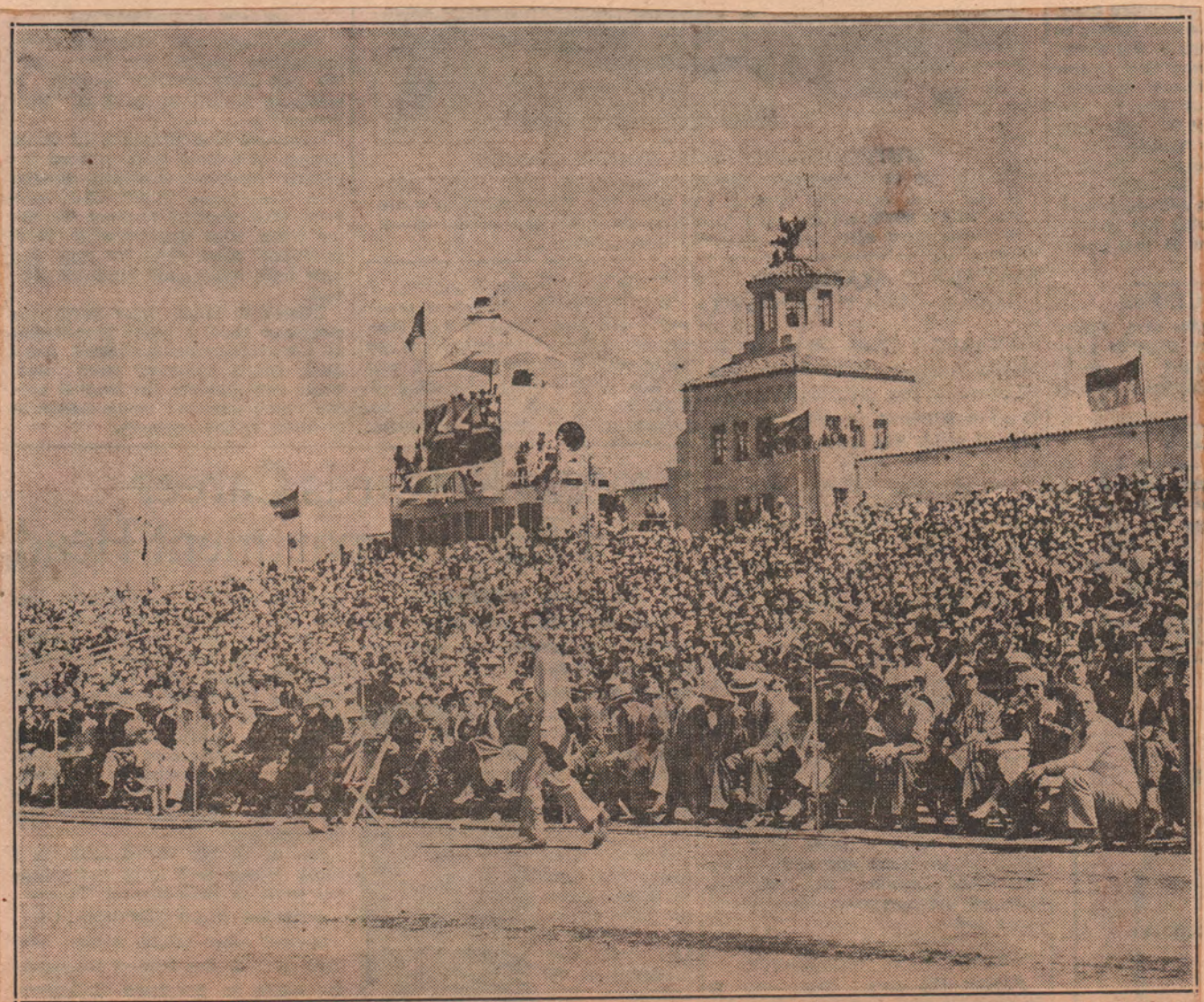
Los Angeles Times

Thrills and Speed

for Huge Throng



(Wide World Photo taken from Times-Shell Oil Company Plane)
Miss San Francisco Speedster in Race, Piloted by Ray Moore.



(Wide World Photo)
Crowd Packed in the 48,000-capacity Stands Lining South Side of Airport.

HOLIDAY

ACCIDENTS KILL 144

TURNER LOSES FIRST PLACE IN NATIONAL RACES

MUNICIPAL AIRPORT, LOS ANGELES, July 5 (A.P.)—A technical violation of the rules governing closed course racing took from Col. Roscoe Turner today first place in the valuable 100-mile event of the national air races and gave victory to Jimmie Wedell, New Orleans pilot.

The Californian was disqualified by the contest committee of the races for failure to turn the fourth pylon on the first lap of the race, run yesterday. Although Turner, on the next lap, recircled the pylon, the committee, pointing to the rule book, cited the regulation requiring the pilot to correct such a mistake immediately before proceeding on the remainder of the course.

As a result of the decision, reached after a two-hour meeting in which Turner and Wedell were interviewed by the committee members, the first place prize money of \$3375 was handed to Wedell, who ran second to Turner in speed.

Of several of the pilots who were in the race and agreed after the committee's announcement that "it was certainly unfortunate" one of

(Continued on Page 2, Col. 4)

AUTO CRASH DEATHS LEAD HEAVY TOLL

Fireworks Are Fatal to Six; Thousands of Persons Injured in Celebration of Nation's 157th Birthday.

(By The Associated Press)

The lives of 144 men, women and children yesterday paid for the celebration of the nation's 157th birthday.

Automobiles accounted for 62 deaths, 46 persons drowned, six died as a result of fireworks, and 30 were killed from other accidental causes.

TURNER LOSES FIRST PLACE IN NATIONAL RACES

(Continued from Page One)

them, Lee Gehlbach, of Detroit, Mich., and the builder of one of the racing ships, Ben O. Howard, of Kansas City, Mo., expressed the opinion that the committee might have made a quicker decision.

"It is regrettable," Howard said, "that Roscoe was allowed to leave the race and the field yesterday believing himself the winner. It would have been easier on all concerned if a decision could have been reached shortly after the race."

Elimination of Turner from the event moved each contestant up a notch. Gehlbach went into second place with prize money of \$1875. Roy Minor of Hollywood, pilot of Howard's ship, became third place winner and the accompanying prize, \$1125. George Hague of Los Angeles advanced to fourth place and won \$750 and Z. D. Granville of Springfield, Mass., took last place and \$375.

Wedell's winning speed was 237 miles per hour, slightly more than three miles an hour slower than Turner's recorded speed. Mathematicians figured Turner was 1.26 miles ahead of Wedell when he finished.

Turner admitted he never saw the fourth pylon in the thick haze which covered the 10-mile course as he tore around the first lap, but he had the impression he had not made the turn. He said that he did not recircle the pylon then because he knew other ships were not far behind and he was afraid of cutting across their line of flight.

On the second lap he circled the fourth pylon and then banked around to recircle it.

Wedell said he saw Turner miss the fourth pylon on the first lap and "figured Roscoe never saw it." He said half-way between the third and fourth pylons Turner passed him, some 200 feet overhead, and after "cutting the pylon, he flew far wide of the course."

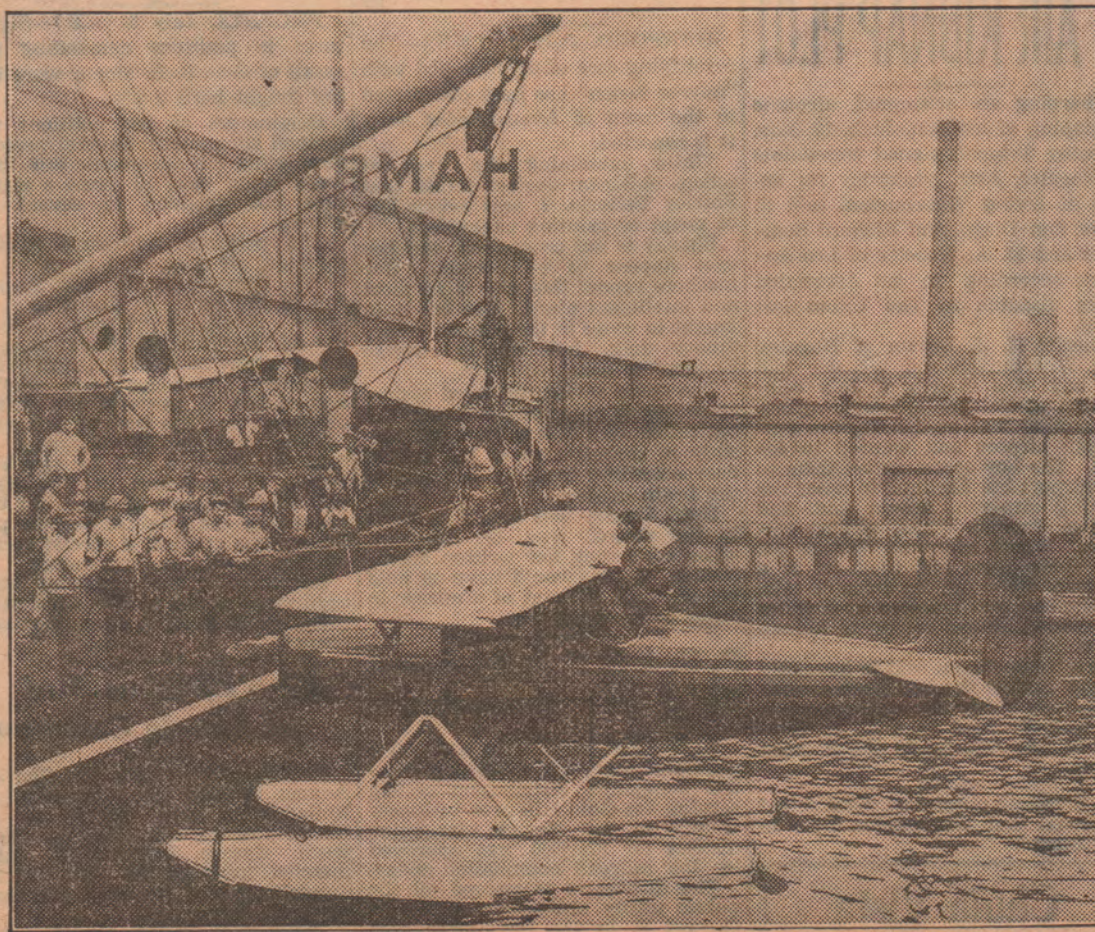
Revision of the prizes made Wedell the leading money winner of the races, with \$7875, Minor was second, with \$6675, and Turner third, with \$6175, Wedell had a chance to pick up about \$700 more in events scheduled for today but postponed until tomorrow and Minor \$250.

The race officials, after delaying trials on two of the straightaway dashes over a three-kilometer course during the four days of the program ended yesterday set them for today but poor visibility caused another continuance until tomorrow.

Early tomorrow morning time trials will be held for men and women pilots in three different classes. One will be a free-for-all for men and another a free-for-all for women.

Ship Loaded for Lindbergh Expedition

An airplane was included in the cargo of the steamship Jelling, which will be the base of Col. and Mrs. Charles A. Lindbergh on their expedition to Greenland. It is shown being taken aboard at Philadelphia just before the ship cleared for Greenland. The Lindberghs will use their own plane on the expedition, which is to survey a possible northern air route to Europe.



P16-3/00/FF2-3

UNITED STATES FLEET
AIRCRAFT, BATTLE FORCE
U. S. S. SARATOGA, FLAGSHIP

05-CER(0)

(2416)

Fleet Air Detachment,
Naval Air Station,
San Diego, California,

30 June, 1933.

TO:
FROM:

From: Commander Aircraft, BATTLE FORCE.
To: Lieutenant Emile Chourre, U. S. Navy.
Via: Commander Observation Wing.

Subject: Temporary additional duty orders.

TO:
FROM:

1. Immediately upon receipt of these orders you will report to Lieutenant Commander Alfred M. Pride, U. S. Navy, for temporary additional duty in connection with the National Air Races at Los Angeles, California.

2. Upon the completion of this temporary additional duty, and when so directed, you will report to Commander Observation Wing for duty.

TO:
FROM:

3. All expenses in connection with these orders will be borne by the National Air Races Committee as outlined in other correspondence. No expense to the government is involved and none authorized.

TO:
FROM:

4. These orders in no way modify your present assignment to duty in a part of the Aeronautical Organization of the Navy and your existing detail to duty involving flying continues in effect.

E. D. McWhorter
E. D. McWHORTER
Chief of Staff

TO:
FROM:

RECEIVED

30 JUNE 1933
NAVY AIR DETACHMENT
SAN DIEGO, CALIF.
OBSERVATION WING
U. S. S. SARATOGA

P16-3/00

22-30



"WORLD'S PREMIER

AIR CLASSIC"

1933 NATIONAL AIR RACES

JULY 1-2-3-4 LOS ANGELES MUNICIPAL AIRPORT

EXECUTIVE OFFICES—AMBASSADOR HOTEL . . . TELEPHONE DREXEL 6181 . . . CABLE ADDRESS "NATAIRACE"

Los Angeles, Calif.
July 13, 1933
Dictated July 7th

Lt. Commander Chourre
United States Fleet Aircraft
United States Navy Air Station
San Diego, California

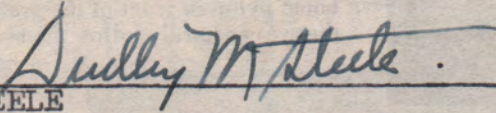
Dear Chourre:

Just a short note to tell you what a pleasure it was to work with you this year in connection with our duties during the recent Air Races.

Expressing my own personal view point, I benefited greatly from my association with you during your visit. I sincerely hope that what little we were able to do towards making your stay pleasant will linger in your memory and cause you to feel kindly toward Los Angeles and to those who acted as your host and hostess during your visit here.

With these thoughts, which are sincere, to which is added the hope that we will meet again at the races next year, I remain

Sincerely yours,


DUDLEY M. STEELE
CHAIRMAN ARMY & NAVY LIAISON COMMITTEE

DMS/ml



A THRILL FOR THE NATION . . . WORLD'S GREATEST AIR MEET CROWDED INTO FOUR INTENSIVE DAYS AT THE OLYMPIC CITY
SANCTIONED BY THE NATIONAL AERONAUTIC ASSOCIATION HELD UNDER RULES OF THE FEDERATION AERONAUTIQUE INTERNATIONALE

