

THE
IDEAL SCRAP BOOK

HOTEL CLEVELAND
CLEVELAND · OHIO

For E. CHOUVREAU USN
AIRCRAFT BATTLE FORCE
USS SARATOGA



• R. A. OPTIE •
COMMANDING VE-6B

COMMEMORATING A QUARTER CENTURY OF AVIATION PROGRESS

OFFICIAL PROGRAM AND LOG

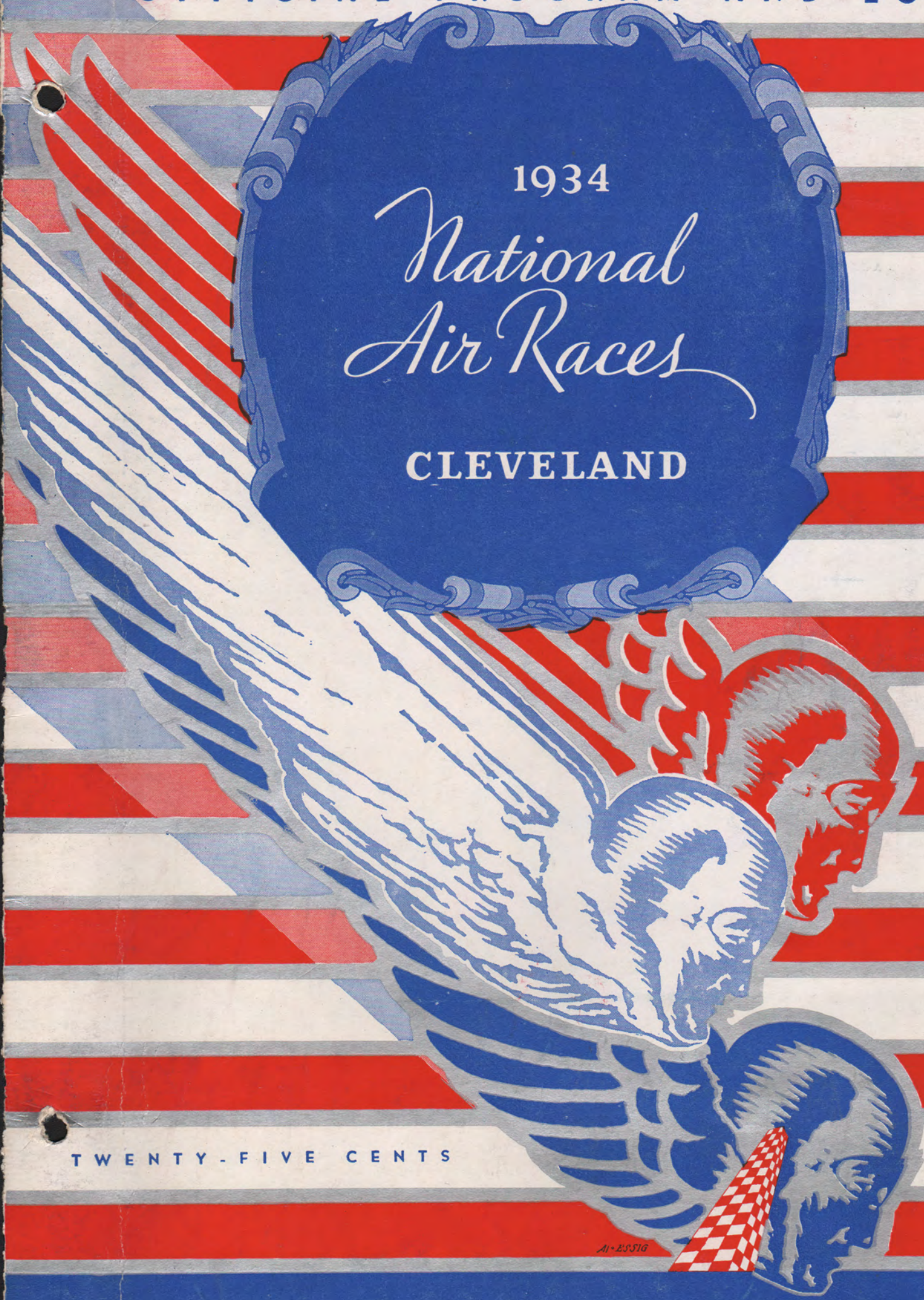
1934

*National
Air Races*

CLEVELAND

TWENTY-FIVE CENTS

AI-2331G



VB-2B
• U.S. AIR FORCE •



1937
E. S. ...



PILOTS OF VF-6B SQUADRON

Left to right standing

Lt.(jg) F. W. McCann, USN	Chelsea, Mass.
" " H. L. Hoerner, "	Omaha, Neb.
" " W. B. Whaley, "	Charleston, S.C.
Lt. D. Ketcham, "	Englewood, N.J.
Lt.Comdr. R.A. Ofstie, "	(Eau Claire, Wis.
(Commanding Officer)	(Seattle, Wash.
Lt. M. M. Marple, "	Staten Is., N.Y.
" T. J. Hedding, "	Milwaukee, Wis.
Lt.(jg) J. M. Lewis, "	San Diego, Calif.
Lt. B. E. Grow, "	Red Wing, Minn.

Left to right kneeling

Lt. (jg) M. B. Wyatt, USN	Easley, S.C.
Ens. J. D. Black, "	Macomb, Ill.
Lt.(jg) E. E. Colestock, "	Lewisburg, Pa.
" " J.W.M. McAlpin, "	Bradford, Pa.
" " T. K. Wright, "	WASHING Tuscaloosa, Ala.
Ens. J. W. Byng, "	Washington, D.C.
Lt.(jg) G. W. Lord, "	Seranton, Pa.
" " L.B. Southerland, "	Fort Payne, Ala.
" " W.B. Gentner, "	San Pedro, Calif.
" " T. O. Dahl, "	Hutchinson, Minn.

A4-3/FF2-3

(3975)

UNITED STATES FLEET,
AIRCRAFT, BATTLE FORCE,
U.S.S. SARATOGA, Flagship,
Naval Operating Base,
Fleet Air Detachment,
Naval Air Station,
Norfolk, Virginia,
28 August, 1934.

Eng

MOVEMENT ORDER
No. 4-34.

TASK ORGANIZATION

(a) VF SQUADRON SIX-B, Lieutenant Commander Ofstie.
Twenty F4B-4 airplanes.

1. Information as contained in Chief of Naval Operations letter Op-38-E-EMW P10-1(24)/EM-Cleveland (340607-2) of twenty-two August, nineteen thirty-four.
2. This force will participate in the National Air Races at Cleveland, Ohio, from thirty-one August, to three September, nineteen thirty-four, inclusive.
3. (a) VF SQUADRON SIX-B on thirty August, nineteen thirty-four, embark spare parts and ground crew of twenty-two men in ANACOSTIA-based transport planes and at about eight hours, weather permitting, depart NAVAL AIR STATION, NORFOLK, VIRGINIA, and proceed via air to MUNICIPAL AIRPORT, CLEVELAND, OHIO. Provide demonstrations of aerial maneuvers as part of the program of the National Air Races. Strictly comply with paragraph thirteen of the Secretary of the Navy's letter Op-38-E-EMW A15-2/A1-2(340626) of twenty-six June, nineteen thirty-four. On four September, nineteen thirty-four, return via air to NAVAL AIR STATION, NORFOLK, VIRGINIA.
4. - - - - -
5. Communications. Radio frequency, six one nine zero kilocycles.
Use zone plus five time.
Commander Aircraft, Battle Force, at FLEET AIR DETACHMENT, NAVAL AIR STATION, NORFOLK, VIRGINIA.

H.V. Butler

H.V. BUTLER,
Rear Admiral,
Commander Aircraft, Battle Force.

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All records for attendance at the National Air Races since Labor Day in 1929 were shattered yesterday, when 60,000 persons paid to see the events of the third day's program. A view of the crowded stands is shown in the top picture. Below is a formation of navy combat planes passing the grand stand.





19 Navy Planes Entered for Big Cleveland Races

Squadron of Speedy Aircraft To Take off from Norfolk This Morning

Nineteen single-seater navy fighting planes will take off from the Naval Base this morning at 8:15 o'clock for Cleveland to take part in the National Air Races, to be held there from August 31 to September 3, inclusive. These planes will be the official entries of the United States Navy in the big meet.

The planes will stop at Anacostia for gas and take off from there for Cleveland without making another stop. They are scheduled to arrive in the Ohio city this afternoon about 1:30 o'clock.

Lieut. Comdr. Ralph A. Offstie will be in command of the ships and his staff will consist of Lieut. Dickswell Ketcham, executive officer; Lieut. A. E. Grow, flight officer; Lieut. N. M. Marple, gunnery officer; Lieut. E. J. Hedding, engineer officer, and Lieut. (Fish) Whaley, personnel officer.

Lieutenants of the junior grade who will make the trip are H. L. Hoener, J. G. McCann, J. G. Southerland, J. Z. McAlpin, Dahl, Wyatt, Gentner, Lewis, Colestock, Lord, Wright, Black and Byng. Lieut. Amil Schourrey will be announcer for the navy at the race field.

The planes compose the VF-6 squadron of the United States Fleet and are among the fastest ships in the navy.

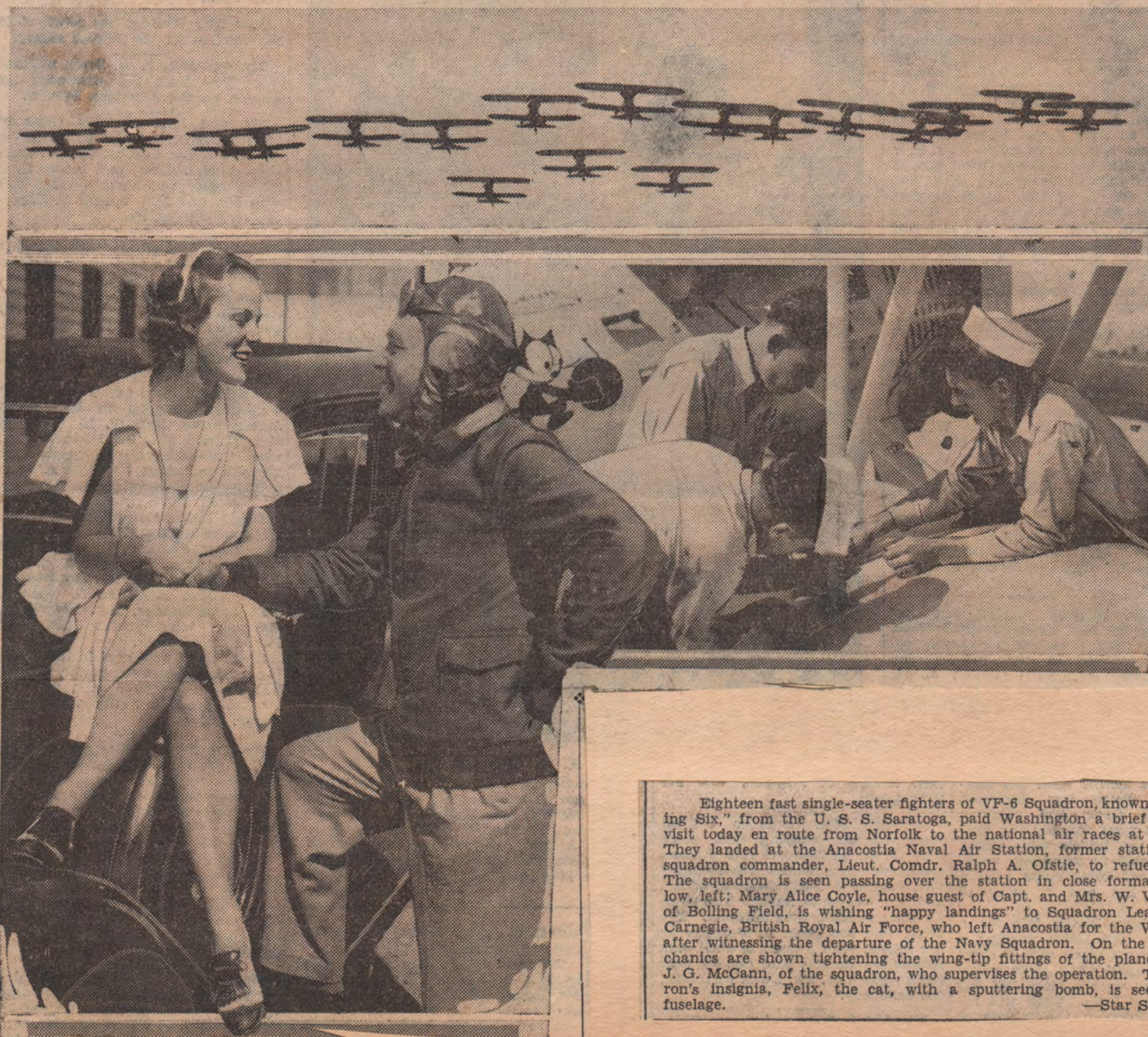
The inaugural ball, marking the opening of the Cleveland races, will be held tonight and officers and pilots of the various planes that will compete for the various prizes will be in attendance.



HINGTON, D. C., THURSDAY, AUGUST 30, 1934. *

"Fighting Six" Visits Washington En Route to Races

BRITISH COMMANDER AMONG THOSE BIDDING FAMOUS SQUADRON FAREWELL.



Eighteen fast single-seater fighters of VF-6 Squadron, known as "Fighting Six," from the U. S. S. Saratoga, paid Washington a brief and noisy visit today en route from Norfolk to the national air races at Cleveland. They landed at the Anacostia Naval Air Station, former station of the squadron commander, Lieut. Comdr. Ralph A. Offstie, to refuel. Above: The squadron is seen passing over the station in close formation. Below, left: Mary Alice Coyle, house guest of Capt. and Mrs. W. V. Andrews of Bolling Field, is wishing "happy landings" to Squadron Leader D. V. Carnegie, British Royal Air Force, who left Anacostia for the West Coast, after witnessing the departure of the Navy Squadron. On the right mechanics are shown tightening the wing-tip fittings of the plane of Lieut. J. G. McCann, of the squadron, who supervises the operation. The squadron's insignia, Felix, the cat, with a sputtering bomb, is seen on the fuselage.

—Star Staff Photo.



The army air corps' three-plane trio, "The Men on the Flying Trapeze," (No. 4) put on a show that was easily among the best of the day. Capt. C. L. Chenault (center) flies the leading plane. The wing planes are flown by Lieut. J. H. Williamson (right) and Lieut. Heyward S. Hansell (left).
The parachute jumpers, one of whom is shown landing close to the mark in No. 1, are arways favorites with air race fans.

ARMY FLYER

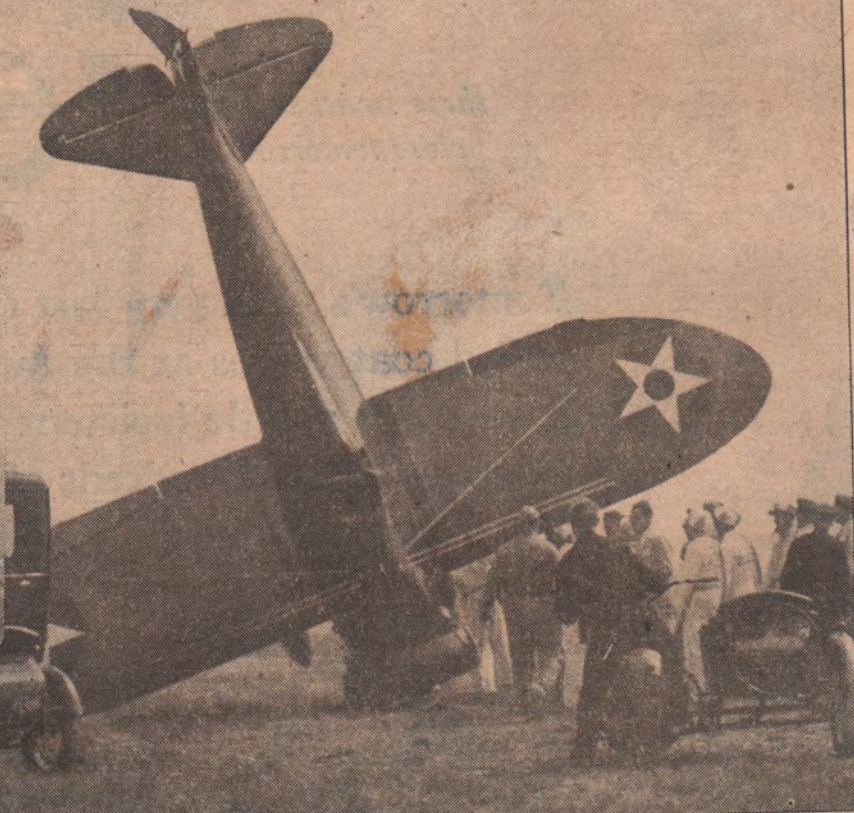
CRACKS UP HERE

PLANE IS 'CASUALTY'

CRACKUP!



NOBODY HURT



DOWN TO EARTH—An army plane piloted by Second Lieutenant D. C. Doubleday was damaged today when it nosed over in making

a landing at Cleveland airport. Lieutenant Doubleday was unhurt. He had flown here in the army squadron from Selfridge field, Mich.

Pickford Plane Waited

BULLETIN

John Worthen of Pine Bluff, Ark., flying in the Bendix race, made a nine-minute refueling stop at Kansas City today. He took off again for Cleveland at 12:31 p. m. Cleveland time. Lee Gehlbach at the same time was unreported since taking off from the west coast.

BY HOWARD BEAUFIT

MUNICIPAL AIRPORT—The U. S. army made its bow to the 1934 National Air Races today and provided the crowd with its first thrill—a crackup.

One of the 18 pursuit ships arriving from Selfridge field, Michigan, stood on her nose while landing. Her propeller dug into the ground, but Pilot P. C. Doubleday was unhurt.

Mary Pickford to Greet Bendix Coast Dash Winner Here

Murray Dilley

Doug Davis

Mary Pickford

James Granger



Roscoe Turner

Bendix Trophy race entrants who left Burbank, Cal., this morning, were due over Cleveland this afternoon. Col. Roscoe Turner, the favorite, was grounded by a leaky gas tank. James Granger and Murray Dilley also were delayed and may give up the flight. Mary Pickford, honorary referee, was to be at the Airport today at 2 p. m.



READY FOR STRATOSPHERE—Here is the stratosphere suit of Wiley Post, noted round-the-world flyer. Post was photographed in the suit in Chicago. Left is a closeup of the fur-lined outfit with aluminum helmet. Above is a demonstration of how oxygen is pumped into the tank that goes with the ensemble. (AP)

CITY TUNES UP FOR 'TAKE-OFF' OF AIR RACES

40 Naval Planes Delayed in Arriving Here When One Cracks Up

SPEED SHIP DAMAGED

Flyers Go Through Rehearsal for Opening of Show Tomorrow

By JULIAN GRIFFIN

Cleveland Airport today became a huge beehive of activity, with airplanes swarming in every direction as the world's foremost racing and exhibition pilots went through a dress rehearsal in preparation for tomorrow's opening of the National Air Races.

A scheduled preview of naval and marine maneuvers over downtown Cleveland this forenoon was prevented when 15 marine planes, flying here from Quantico, Va., landed at Mid-City Airport, near Hudson, O., after Lieut. George McQuade damaged his craft in a forced landing in a nearby field due to engine trouble. The pilot was shaken but not badly hurt. The marines are commanded by Lieut. Col. Ross E. Rowell.

Navy planes here for the races are in charge of Lieut. Com. Ralph A. Ofstie.

The first race accident at the Airport occurred today when Roger Don Rae of South Lansing, Mich., hit a bump while landing his speedy Keith-Ryder racer and damaged the landing gear and propeller. He was uninjured.

Later today Capt. C. L. Chenault was to lead his army companions from Maxwell Field, Ala.—known as "the Men on the Flying Trapeze"—through a demonstration of flying in formation.

Practice Their Acts

Practicing their acts at the Airport today were such headliners as Gerd Achgelis, German flyer who does inverted flying and completes outside loops only 20 feet off the ground; Flight Commander R. L. R. Atcherly, Royal Air Corps ace whose "crazy" flying at previous air races has made him famous in this country, and America's own Al Williams, the third member of the international team.

Interest in the program for the first day is centered around the Bendix transcontinental dash, in which the pilots will race to Cleveland, dive across the finish line, and the early finishers will proceed to New York in an effort to establish a new transcontinental record.

J. A. Worthen, Patterson, La., arrived in Los Angeles today to enter the Bendix race after being forced down in a vegetable farm in California. He was uninjured.

Prize money is \$10,000 for the race itself and \$2500 extra to the man who sets a new record from Los Angeles to New York.

Contestants are predicting that the winning time will be less than nine hours for the entire trip.

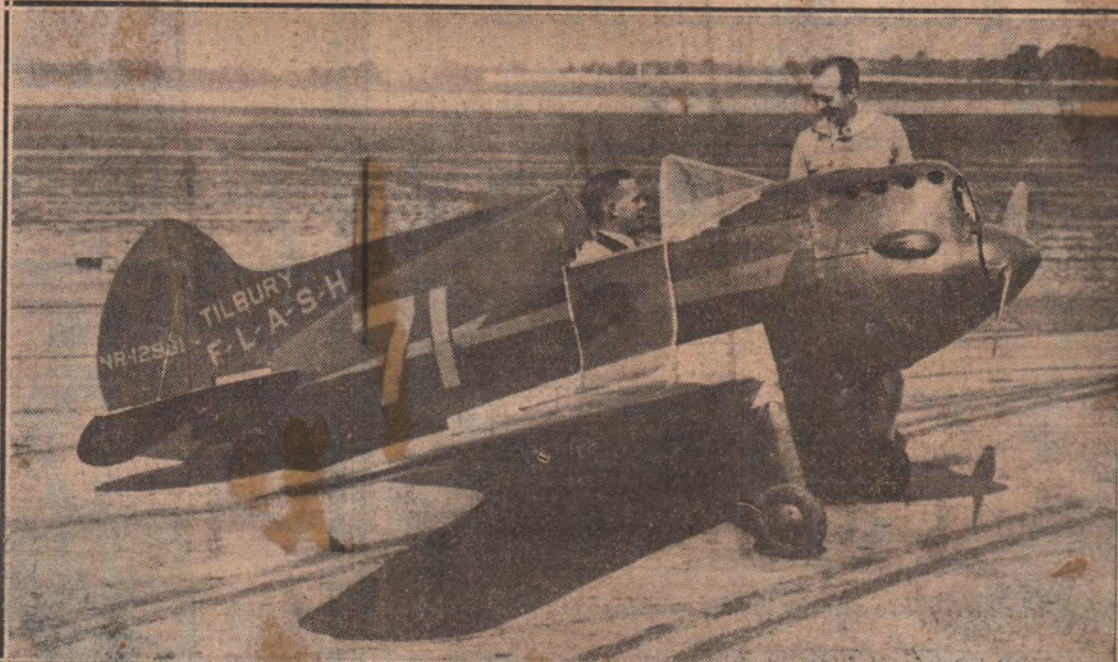
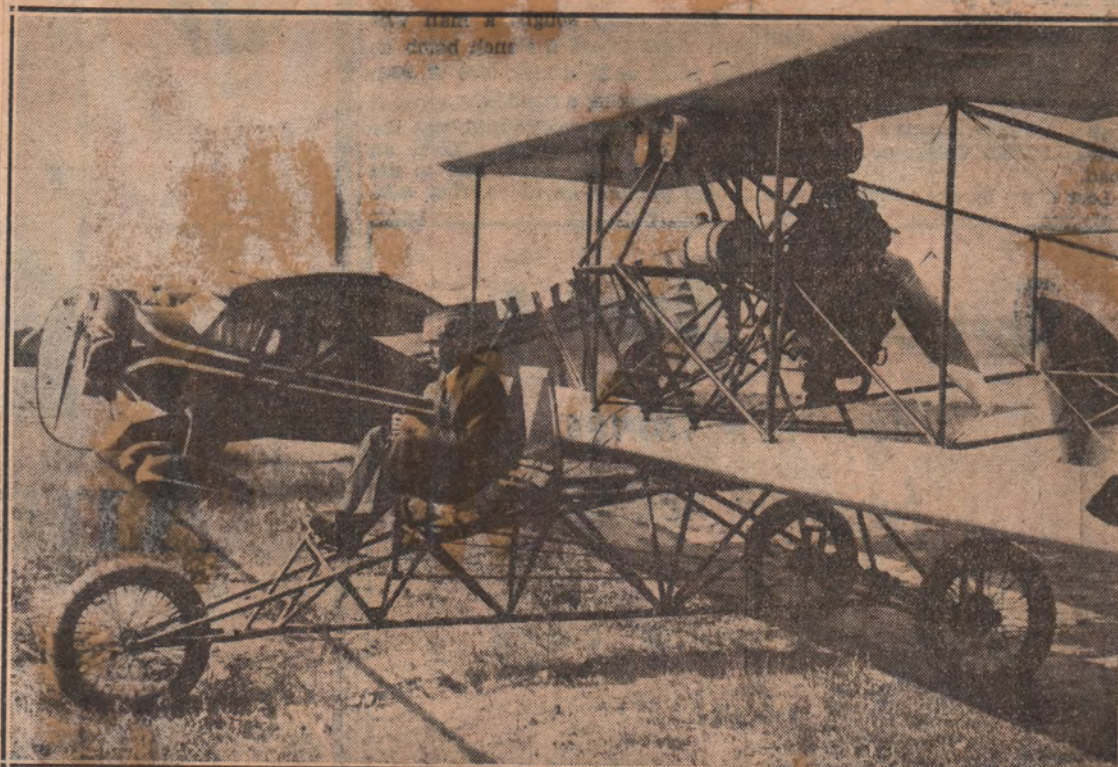
Col. Roscoe Turner, who won this race last year, has been poised at the starting point several days, while other pilots such as Douglas Davis, Lee Miles, Lee Gehlbach, Jim Granger, Lieut. Murray B. Dilley and S. J. Wittman are expected to answer the starting gun.

Mary Pickford Is Judge

Mary Pickford, honorary judge in the race, will fly to Chicago, where she will be met tomorrow by Vin-

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One's a Mite—Other's Mighty Old



Here are two extremes in aircraft that will be on display at the National Air Races. Pilot Clarence MacArthur of Brooklyn, N. Y., is shown in an ancient Lincoln Beachey pusher of 1910 vintage which

he will stunt at the races. In the other picture he is seated in the "Tilbury Flash," smallest racing ship in the world. Mr. Tilbury is standing beside his creation.

What's in the Air for Tomorrow

Feature events on the program for the National Air Races, opening tomorrow at Cleveland Airport, include the following:

MORNING

8-11: Qualifying speed trials.
9:30-noon: National championship finals, Cleveland Press-Scripps-Howard model contest.

AFTERNOON

2: Official inauguration ceremonial—1934 National Air Races.
2-3: Milo Burcham, champion stunt pilot. Acrobatics in old style pusher plane. 50-mile speed event. U. S. army maneuvers. 10,000-foot parachute drop. Lieut. R. L. R. Atcherly in crazy flying. Shell Speed Dash. U. S. Army stunt trio.

3-4: U. S. Marines in war-time demonstration. Gerd Achgelis, international-known acrobatic pilot. U. S. Navy in tactical maneuvers.

4-5: Bendix transcontinental derby winners expected to arrive about this time. Race for ships with 550-cubic-inch displacement.

5-6: Shell twins, "Mike" and "Ike," Howard racers, in special demonstration. Mass parachute jumping.

EVENING

7:30-9: Plain Dealer pageant. U. S. Navy in night maneuvers.

9-10: Old car auto race and fashion contest. Double drop parachute drop. Fireworks. Comet plane by "Tot" Dryer.

maneuvers.

Visiting airmen today were luncheon guests of the Shell Petroleum Corporation at Hotel Lakeshore. Tonight the Cleveland Aviation Club is giving a ball and buffet supper in Hotel Carter. A famous flyers' luncheon will be given tomorrow noon in

40 Naval Planes Delayed in Arrival Here When One Cracks Up

(Continued From Page One)

cent Bendix and Jimmy Doolittle, previous winner, who will pilot her to Cleveland in the morning.

Tomorrow's program opens at 8 a. m. with qualifying speed trials. Since the races, which formerly lasted 10 days, have been condensed into four, Managing Director Clifford W. Henderson promises that everything will go off on schedule, without delays between events.

From 9:30 until noon tomorrow finals in the Scripps-Howard model contest will be held. The parachute jumping contest gets under way at 1:15 p. m. and the afternoon program includes such thrillers as:

Fireworks at Night

Acrobatic glider, with Charles Abel; parade, "A Quarter of Century of Aviation Progress"; Milo Burcham, acrobatic flyer, old-fashioned Lincoln Beachey plane, with Clarence MacArthur; stunting tri-motor Ford, with Harold Johnson; race for small planes, army, navy and marines; delayed parachute race, by Clem Sohm and Wayne Wagner; the International Team; acrobatic duo, Art Davis and Roy Hunt; "Mike" and "Ike," Benny Howard's small racers, flown by Harold Neuman and Roy Hunt, and mass parachute jumps.

The night program will be featured by the Plain Dealer pageant, Court of Flags. There will be fireworks, comet plane flown by Tot Dryer, double illuminated parachute jump by Joe Sirl and naval

the main dining room under the grandstand at the races, sponsored by the Cleveland Advertising Club in co-operation with other civic organizations. The Cleveland Leatherneck Club will entertain the marines there Saturday night.

Noted Pilots Here

Jimmy Doolittle, Frank Hawkes and Jimmy Mattern are among noted non-contesting pilots who will be here.

Spectators at the Airport yesterday got an unscheduled thrill when a small plane got away from Fred Vrnak, amateur pilot of 3769 E. 140th street. Vrnak cranked the plane by spinning the propeller. But he had left the gas throttle wide open.

The plane headed north, took off by itself, went about 30 feet in the air, climbed the fence and crashed. Vrnak's license was confiscated by Maj. John Berry, superintendent of the Airport.

Gehlbach, flying a new Gee-Bee racer, came through en route to Los Angeles for the Bendix race. He would not divulge his top speed from New York, saying he loafed along because the motor has not been broken in yet.

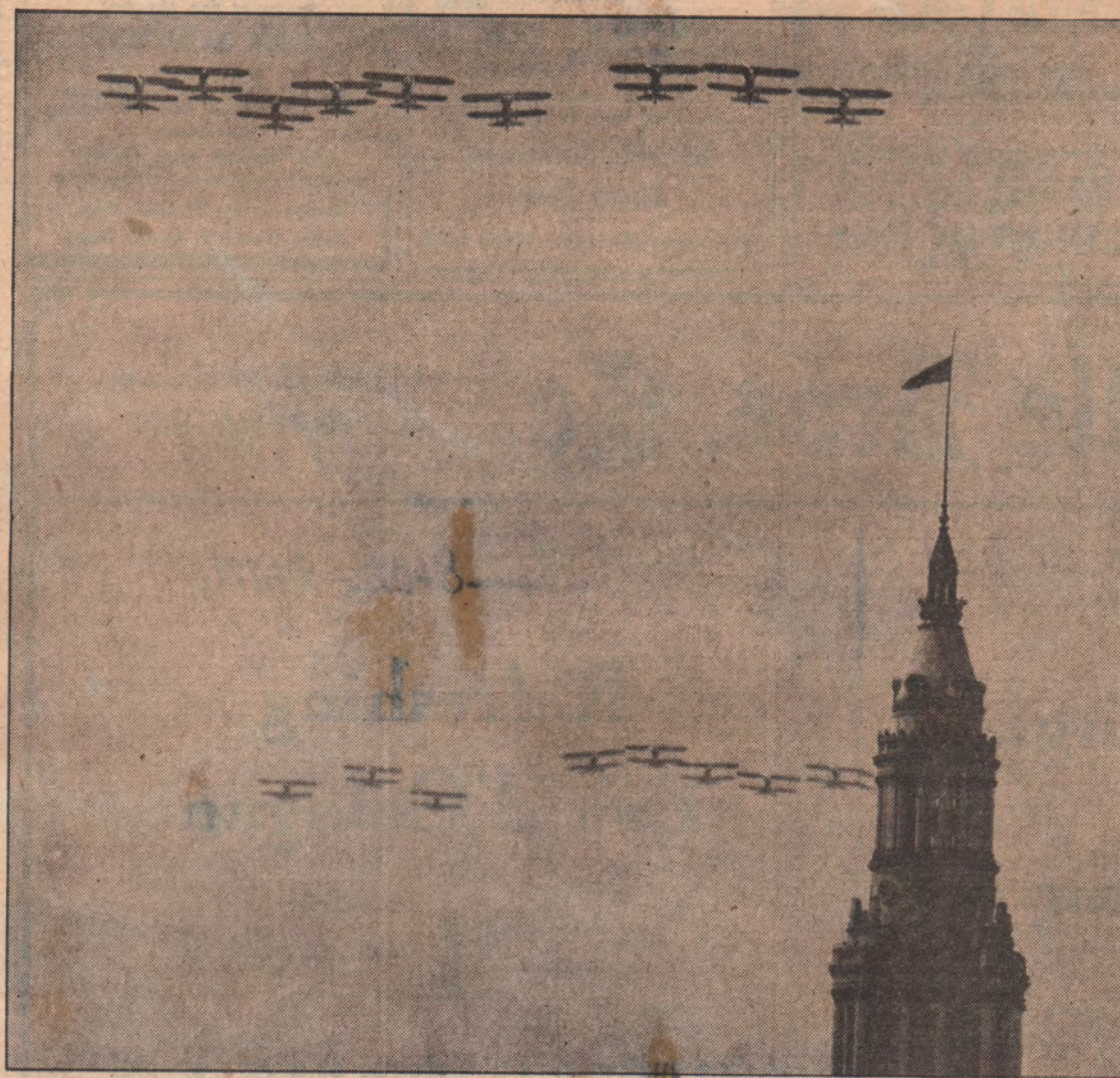
The fuselage of the new plane, which is painted green, has the same diameter as the Gee-Bees that set the pace in previous races here. It is longer, however, which takes away some of the "bumble-bee" appearance. Also the wings are bigger.

Tomorrow 100 crippled children will be guests of the Coca-Cola Co., and Saturday the May Co. will entertain 500 orphans at the races.



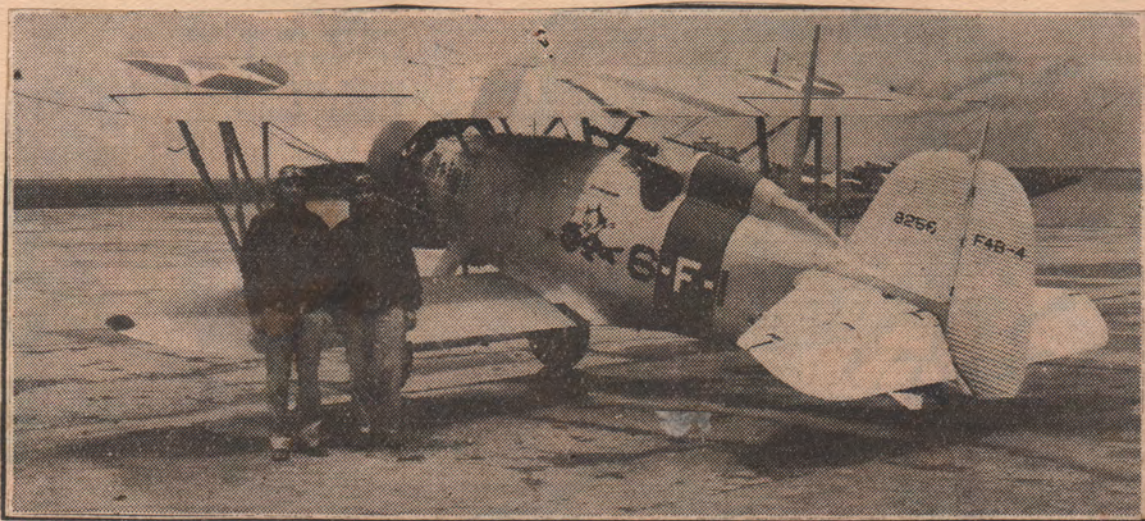
JUST A FEW of the thousands of automobiles lined up on the road to the main entrance to the airport yesterday, just before the National Air Races were begun.

AIR ACES ARRIVE



ZIP!—Here they come; here they are; there they go. From the Terminal Tower a few persons got a glimpse of the swashbuckling

type of flying that will mark the National Air Races opening tomorrow.



Commander of Fighting Squadron 6 of the navy is Lieutenant Commander R. A. Ofstie, shown at the left in the lower photo beside his plane. With him is Lieut. Dixwell Ketcham, executive officer of the squadron.

The navy, marines and an army squadron due to arrive today will be on the race program every day.

Leaders of the navy and marine squadrons which arrived yesterday to demonstrate to National Air Race spectators how Uncle Sam's sea flyers would meet invading air forces are shown above.

Crowd Eyes Speedy Marines As They Reach Airport

The National Air Races are regarded by navy and marine flyers here as something of a holiday, but not even a festive occasion such as the races constitutes grounds for any diversion of relaxation from the usual military efficiency and precision.

This fact was evidenced to a remarkable and admirable degree yesterday when, within an hour after they had landed, the marines had policed and cleaned up their space at the airport so that it took the appearance of a long established, permanent residence, rather than the temporary "encampment" that it is.

When the marine pilots "set their ships down" in front of the race grandstand there were no less than 500 persons bustling confusedly around the stands.

Final Instructions Given

Fully 200 ushers, messengers and parking attendants were there to receive their final instructions. Most of them did receive the instructions, but many of them scampered among the stands yelling to each other at the top of their lungs.

Workmen — carpenters, electricians, radio and telephone men— toiled feverishly and loudly to complete their jobs in preparation for the greatest aviation show of the year.

The marines, however, under the crisp direction and command of

Lieut. Col. Ross E. Rowell, did not become a part of the general confusion.

Instead they moved immediately to the southwest corner of the airfield, taxied their Boeing fighters until they formed a precise "line" along the side of the field, and then "pitched in," each to his own job.

Five Ships Once Over

Pilots, who are commissioned officers, looked after their ships and went over them with a practiced eye and experienced wrenches and pliers. Controls and propellers were adjusted and the motors and cockpits hooded with "tailor-made" canvas coverings.

"Non-coms," after aiding in the mechanical work on the planes, policed the grounds. Waste paper and trash disappeared with dispatch.

Finally, the little white cottage that is the marine headquarters was tackled. Dust and dirt which accumulated since the 1932 races was promptly removed.

Navy Group Arrives

Soon after, the navy contingent arrived. They, too, established themselves with the same efficiency and quickness. Both the marine and navy groups boarded chartered busses and proceeded to their downtown hotel quarters.

As late as sundown, however, the confusion around the grandstand—civilian confusion—still continued.

Marine Ace Crashes on Way to Races

BY HOWARD BEAUFIT

The Leatherneck Marine squadron, racing toward Cleveland and the National Air Races, was delayed today by a crash of one of its pilots.

The accident occurred in a field near Kent, O. The flyer, Lieutenant George McQuade, escaped with only a scratched nose. The undercarriage of his plane was ripped away when he made a forced landing due to motor trouble. The plane turned over.

The other ships, 32 in all, circled the field a few times until Lieutenant McQuade climbed out of the wreckage and waved a signal to them that he was not badly hurt.

Plane to Be Repaired

Lieut. Col. Ross E. Rowell, in charge of the squadron which left Quantico, Va., early this morning, landed at Hudson, O., to make arrangements for repair of the damaged plane.

The crackup threw out of line the Marines' intention of giving a battle demonstration over the downtown section.

The navy squadron from Norfolk, arrived on schedule, however, and 18 fighting planes swooped over the downtown section shortly after noon.

Flying into Cleveland, one of the navy planes was reported to have dropped a bundle believed to contain a parachute. It landed on the roof of the home of R. W. Dunham, 2341 Renwick rd., Cleveland Heights, doing slight damage.

Navy Unable to Explain

Mr. Dunham said that the bundle was marked "U. S. Navy" and was covered with something that "looked like blood." Navy officials said they were at a loss to explain the incident.

Thirty pursuit planes and observation ships in the marine squadron landed at the airport. It was explained at Marine headquarters that the flyers abandoned their

Turn to Page 8, Column 7

scheduled flight over the city because their leader, Colonel Rowell, had dropped out at Warren and because they did not know how badly Lieutenant McQuade had been injured.

The city is all dressed up for the occasion. Everyone once again has become sky conscious. Downtown streets and buildings are decked with flags of all nations.

Will Give Exhibition

The navy group is known as Fighting Squadron Six. It is under command of Lieut. Com. R. A. Ostie.

After a brief exhibition of their prowess in battle the navy squadron was to settle down at the municipal airport to await formal opening tomorrow of the air spectacle of the year.

The navy and marine pilots as well as members of the first pursuit group of the army air corps have a prominent part in the four-day race program.

The marine contingent has the honor of producing the famous "Sea Hawks," brilliant, three-man flying team from San Diego, Cal. This is their first appearance in this section of the country.

\$500,000 Planes Ready

Finishing touches are being put on the airport to get it in readiness for the opening gun. More than \$500,000 in flying equipment is already assembled.

Many famous members of the flying fraternity of the world are on hand. They are all set to vie with each other for top honors.

Gerd Achlegis, ace of the German stunt flyers, and Flight Lieutenant R. L. R. Atcherly of the British flying corps, were among the latest arrivals.

Meanwhile, nine of the world's fastest racing ships are being groomed at Los Angeles, Cal., for the Bendix coast-to-coast hop. It will start at daybreak tomorrow. They have their throttles set for a new speed record for the cross-country flight.

Wings Over Cleveland—Races On!



The marine officers at the top are, left to right: Capt. Ford O. Rogers, leader of the combat squadron; Col. Ross E. Rowell, who commands the entire detachment of 30 planes, and Lieut. W. L. McKittrick, who leads the observation squadron.

The nine pilots who will participate in the Bendix are Colonel Roscoe Turner, Douglas Davis, Lee Gelbach, Roy Minor, Lieutenant Paul Dilley, James Granger, Harold Worthen, Art Davis and Lee Miles.

Pilot Becomes Ill

Miles decided to fly in the transcontinental race at the last moment when Walter Wedell, originally scheduled, became ill at Kansas City late yesterday.

The Bendix racers are expected to arrive over the airport some time late tomorrow afternoon.

Speed will be the keynote of the races this year. It is expected all existing world records will fall in the wake of the fastest ships human ingenuity can build.

Clifford W. Henderson, managing director of the races, announced that the Thompson Trophy race on Labor day has been changed from 20 laps

August 30, 1934

of a five-mile course to 12 laps of an eight and three-quarter-mile course.

The change, Henderson said, will mean even greater speed than in the past, due to the decreased number of banking turns.

Several aviation dignitaries and flyers who will participate in the races will be the guests of honor tonight at the inaugural ball given by the Cleveland Aviation club at the Carter hotel.

Tomorrow At National Air Races

TOMORROW

Greater Cleveland Day—American Youth Day

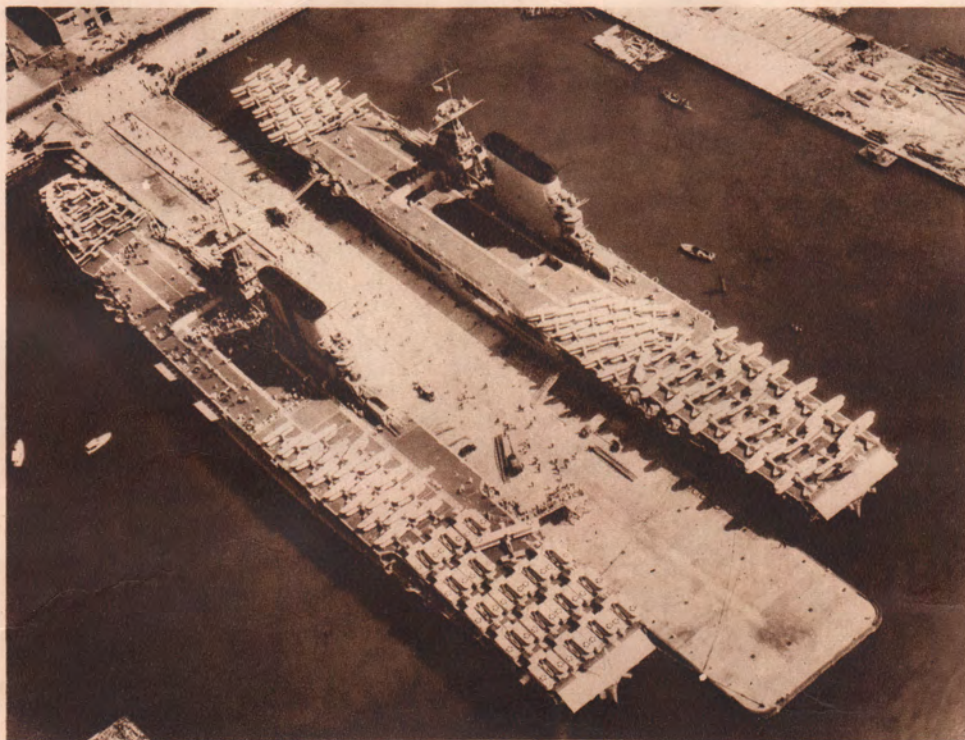
- 8:00 a. m.—Qualifying speed trials.
- 9:30 a. m.—National championship finals—Cleveland.
- 1:15 p. m.—Parachute jumping contest.
- 1:35 p. m.—Aerobatic glider, with Charles Abel.
- 1:40 p. m.—Aviation on Parade. "A Quarter Century of Aviation Progress."
- 2:00 p. m.—Official inaugural ceremonial.
- 2:00 p. m.—Milo Burchman, world's champion up-side-down flyer.
- 2:10 p. m.—Old-type pusher doing modern aerobatics, with Clarence McArthur.
- 2:15 p. m.—An acrobatic Ford, with Harold Johnson.
- 2:25 p. m.—Event No. 1. Race for 375 cu. in. ships. Distance, 50 miles—10 laps of five-mile course.
- 2:45 p. m.—U. S. army in tactical maneuvers.
- 3:10 p. m.—10,000-foot delayed parachute race, by Clem Sohm and Wayne Wagner.
- 3:20 p. m.—Crazy flying by Flight Commander R. L. Atcherly of the Royal Flying corps.
- 3:30 p. m.—Shell speed dash. Attempt for new world's record for ships with 375 cu. in. displacement.
- 3:40 p. m.—The Men on the Flying Trapeze, by U. S. army trio—Captain C. L. Chenault, Lieutenant J. H. Williamson, Lieutenant Heyward S. Hansell.
- 3:55 p. m.—Precision flying, by Milo Burchman.
- 4:05 p. m.—U. S. marines demonstration of war-time maneuvers.
- 4:35 p. m.—Gerd Achlegis, international acrobatic ace.
- 4:45 p. m.—Aerobatic duo, with smoke. Art Davis and Roy Hunt.
- 5:00 p. m.—U. S. navy in tactical maneuvers.
- 5:25 p. m.—William Louis Greve trophy race for ships with 550 cu. in. motors. Distance 50 miles, 10 laps of a five-mile course.
- 5:45 p. m.—"Mike" and "Ike," Benny Howard racers. Pilots, Harold Neuman and Roy Hunt.
- 5:55 p. m.—Mass parachute jumps.

INTERMISSION

- 7:25 p. m.—Drawing of prizes in official program prize contest.
- 7:30 p. m.—Pageant—Court of Flags.
- 9:00 P. M.—U. S. naval air service in night maneuvers.
- 9:15 p. m.—Old car auto race and fashion contest.
- 9:30 p. m.—Double-drop illuminated parachute jump by Joe Sirl.
- 9:40 p. m.—Pyrotechnic spectacle.
- 10:00 p. m.—Comet plane by "Tot" Dryer.

TODAY

Today the Navy has approximately 1300 skilled pilots, and includes a thousand airplanes, three aircraft carriers and the airship "Macon" among its air equipment. The photo shows the twin aircraft carriers "Lexington" and "Saratoga," largest ships of the Navy, at a New York pier. Note the vertical stripe on the "Saratoga"—the only ready means of distinguishing between the two twins. Another carrier, the "Ranger" was recently christened and is now undergoing acceptance trials.



Boy Crashers at Air Races Out of Luck; No Knotholes, No Thirsty Elephants

What Airport Needs Is a Babe
Ruth to Hit Some
Balls Over Fence

By WILLIAM MILLER

What these air races need are some bigger and better knotholes. At least that's the opinion of some hundreds of youngsters who yesterday crowded around the outside of the Airport hoping by some good fortune to get a glimpse of the Sultans of Speed, as the sports writers probably would call the speed kings now performing here.

But, alas, at the air races, nobody wants small boys to carry water to the planes—like the elephants at the circus—and nobody hits balls out of the park which can be retrieved and used as a pass to gain admission.

And the fence. Ah, the fence, that's the real pity. It's made of canvas and not of wood, like at the ball park. In short, there aren't any knotholes.

At the air races there is only the hope that some flyer will zoom high enough, and far enough away from the stands so that the eyes of the unpaying may see.

So for miles around you will find them clustered in every tree top, vicinity of the outer race pylons, which must of necessity be somewhat removed from the field of and you may be sure, in the bends and sways beneath their weight.

Even the mightiest, it seems, must bow before the inexorable weight of red tape. There appeared at the Air Races yesterday a man whose name is legend in things

aeronautical. His name was Igor Sikorski.

This was the man upon whom Czar Nicholas looked for protection major activities, that every limb of all the Russians against enemies of the sky; the designer France welcomed when revolution forced him to flee.

But the seller of tickets had never heard of Mr. Sikorski. So he bought one. Belatedly, the air race management rushed up to offer him a season's pass. But they were adamant when he attempted to get a refund on his first admittance ticket. Bygones seemed to be bygones.

David S. Ingalls, the navy's only wartime air ace, chevied newspaper photographers with his special "sky-vue" camera, the only one of its kind in existence. Said he: "You can get them on the ground, but I'm the only one who can get them in the air." The camera is made by a

man who works for Halle Bros. Co. It will not focus upon objects less than 50 yards distant.

With Gordon Israel of St. Louis, Benny Howard puts most all of the salary he earns as a Cleveland-New York mail pilot into racing planes. His "Ike" and "Mike" and "Pete," trim and white and very slender, are familiar sights at all the air meets.

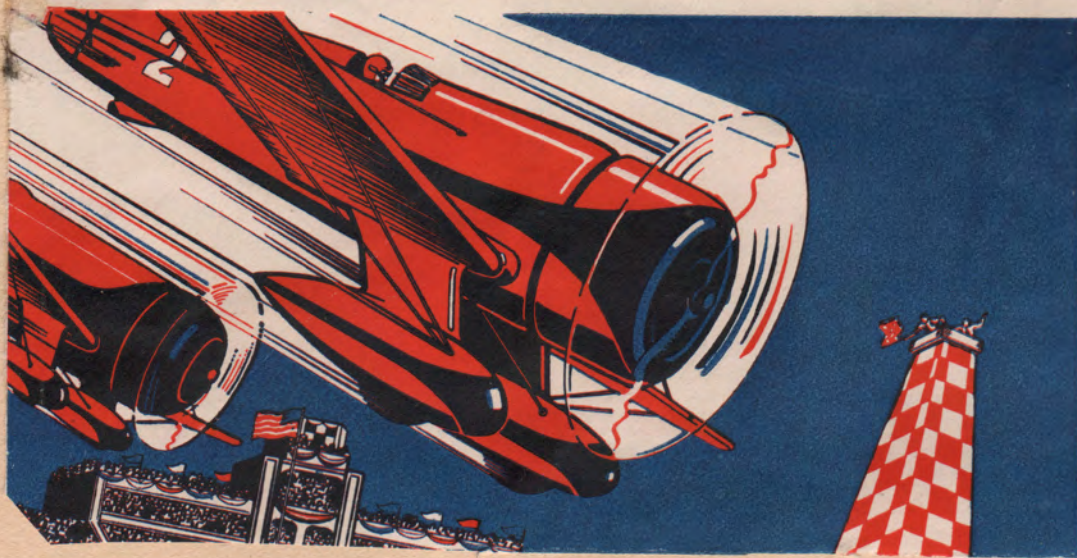
Pity poor Mr. Howard. He owns racing planes but can't fly them. The airline he works for won't let him. And pity him more because his masterpiece, "Mister Mulligan," which everyone expected to win the Bendix Trophy, cracked up on its way to the coast.

He gets the names for his planes from the nicknames he gave his wife. He says when he was courting her he couldn't remember her name, Maxine, but just called her Mike, or Ike, or Mister Mulligan.

NATIONAL AIR RACES

EXECUTIVE OFFICES · 103 TERMINAL TOWER ARCADE · CLEVELAND, OHIO

ALL WINGS TOWARD CLEVELAND · AUGUST 31 TO SEPT. 3



Upper left:
Gerd Achgelis, German stunt
ace (seated in plane), talking
with Flight Lieut. R. L. R.
Atcherly of the British Royal
Air Force. They will thrill
spectators at the races today.



Flight Commander
Atcherly of England
does stunt flying
from "outside" con-
trols.

Cleveland, Host

CLEVELAND is all dressed up for the National Air Races, which begin today.

From the East Side, through the Square and extending to the West Side, where popular interest converges at the airport, the chief topic of conversation is the splendor of aviation's 1934 display, the possibility of new records and the relative ability and daring of the famous ones in flying circles.

Cleveland missed the air races while they were away—the thousands of visitors, the eager crowds, pretty well inured to thrills yet looking for new wrinkles in flying all the times, the new motif in the carnival spirit which this event alone can bring.

The air racers, the stunt pilots, the record holders and the flower of the army, navy and marine flying corps all are here. Cleveland is cognizant of the honor paid her in concentrating for four excitement-filled days the flying activities of the nation. Her citizens, always air-minded, renew their patronage of aviation's annual classic with a keener interest and appreciation than ever before.



Milo Burcham flies up-
side down but lands right.

60,000 See National Air Races,



PROF. R. L. R. SMYTHE (Atcherly to you) made a nuisance of himself at the races yesterday insisting on explaining his new system of airplane controls to one and all. He is shown being escorted off the field by an unsympathetic policeman.



Vonnie Waite coaxed Al Williams to draw her a picture. The noted stunt flyer accommodated.

BENDIX ACES

DASH FOR CITY

BULLETIN

ALBUQUERQUE, N. M. — (P) — John Worthern, Pine Bluff, Ark., participating in the transcontinental air race, refueled and resumed his flight at 10:32 a. m. eastern standard time.

Their exhaust stacks roaring and spitting fire, three of the world's fastest racing ships soared into the air above Burbank, Cal., at dawn today in a mad dash across country for the coveted Bendix trophy.

The race is to officially end at Cleveland airport some time late this afternoon.

But one or more of the pilots may touch the ground and roar off toward New York in an attempt to break the transcontinental speed record of 10 hours and 4½ minutes.

Eight racers were originally scheduled to start. Five of the temperamental racing planes developed trouble at the last moment and were unable to take off at the scheduled time.

Colonel Roscoe Turner of Los Angeles, holder of the present cross-country record and favorite to win the present race, was forced to remain on the ground. His 1,000-horsepower Wedell-Williams plane developed a leaking gas line at the crucial moment. He worked feverishly for hours to get the plane into the air. But finally he was forced to withdraw.

Douglas Davis of Atlanta, Ga., noted speed pilot, sent his 300-mile-an-hour plane into the air and was soon lost in the early morning mist. He was the first to start.

Flies in Wedell's Ship

Five minutes later he was followed by John Worthern of Pine Bluff, Ark., at the controls of a bright red ship upon which Jimmie Wedell set his heart before he was killed recently in a practice flight in another ship.

An hour after Davis took off, Lee Gehlbach of New York roared into the air. He was delayed at the last moment due to trouble with the starter of his huge green speedster powered with a 1,000-horsepower motor.

The official takeoff (Cleveland) time for the three pilots was: Davis, 6:20 a. m.; Worthern, 6:25

Turn to Page 4, Column 5

HEADED FOR AIRPORT



HERE THEY COME!—Tearing through thin air at nearly 300 miles an hour, the Bendix trophy pilots were en route today from Los Angeles to Cleveland and on to New York.

Here are some of them. Top left, Lee Gehlbach. Bottom left, Doug Davis. Bottom right, Roscoe Turner, who was unable to get off on schedule because of a leaking gas line.

Bendix Race

Continued From Page 1

a. m., and Gehlbach, 7:55 a. m. There is three hours' difference between Cleveland and Pacific standard time.

Davis said that he expected to make but two fuel stops, one at Goodland, Kas., and another at Lansing, Ill., near Chicago.

Worthern said he would stop for gas at Albuquerque, N. M., Kansas City and Cleveland.

Each of the ships entered are capable of making 300 miles and hour and better. They hope to lower the present record by two hours.

Those forced out of the race besides Turner shortly before the takeoff were Lieut. Murray Dilley of the March field army base, Riverside, Cal.; J. E. Granger, Santa Monica; S. J. Whitman, Oshkosh, Wis., and Art Davis, East Lansing, Mich.

The Cleveland distance is 2,060 miles.

The distance of the flight from California to New York is 2,465 miles. One of the most dangerous sections along the way is "Hell's Stretch," between here and New York.

The highest point during the cross-country run is in eastern California over the mountains. There also are hundreds of miles of lonely stretches in flying over the deserts of New Mexico.

The pilot to cross the finish line at Cleveland in fastest elapsed time will collect approximately \$7,500 in prize money.

If the pilots to reach Cleveland decide that they have a chance for additional prize money and an opportunity to break the cross-country record they will continue on to New York.

3 in Air, Roscoe Turner Out; First Races Draw Crowds

3 BENDIX PILOTS SPEED TOWARD CITY FOR OPENING OF AIR RACES

Mary Pickford to Greet Bendix Coast Dash Winner Here

Murray Dilley

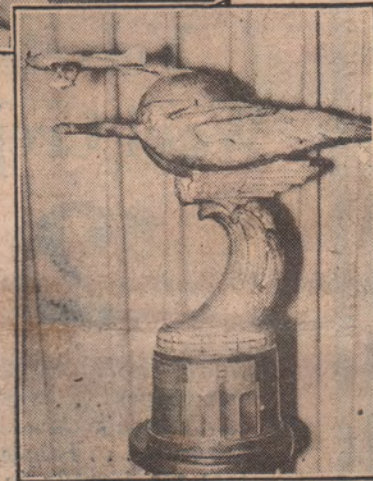
Doug Davis

Mary Pickford

James Granger



Roscoe Turner



The Bendix Trophy

Bendix Trophy race entrants who left Burbank, Cal., this morning, were due over Cleveland this afternoon. Col. Roscoe Turner, the favorite, was grounded by a leaky gas tank. James Granger and Murray Dilley also were delayed and may give up the flight. Mary Pickford, honorary referee, was to be at the Airport today at 2 p. m.

Turner, Favorite for Prize, Out With Gas Leak

ARMY TO STUNT

Clear Skies and Bright Sun Favor Derby

Three racing planes, among the fastest in the world, were zipping at a bullet-like clip today toward Cleveland Airport and the finish line of the Vincent Bendix transcontinental speed dash.

When the winning plane dives across the finish line the 1934 National Air Races will be officially opened.

With perfect flying weather favoring the three racing pilots in their mad push against time, officials of the race expect to sight the first plane at about 1 p. m., seven hours out of Los Angeles, the starting point.

Bad luck dogged the pilots entered in the annual derby for one of the richest prizes in aviation and there were only three starters.

Doug Davis, noted racing pilot from Atlanta, Ga., climbed into his Wedell-Williams racer and zoomed up from the Los Angeles flying field at 6:20 a. m. (Cleveland time) to start the race.

Five minutes later John Worthen, a red-headed speedster from the marsh regions of Louisiana, roared into the air in a new Wedell-Williams plane that had been equipped with retractable landing gear.

Repair Loose Cowling

The third starter, Lee Gehlbach, from Springfield, Mass., did not take the air until 7:58 a. m. (Cleveland time). He had been delayed while mechanics fixed a loose cowling.

Planes of Davis and Worthen are little more than flying motors, trim, blunt-nosed little ships—literally bullets. Gehlbach's giant plane "Q. E. D.," towered over the other two ships. Loss of speed due to its size was partially overcome by its long distance range.

The race lost a colorful figure when Col. Roscoe Turner, winner of the Bendix Trophy last year and the favorite in this year's race, was held on the ground by a gasoline leak in his racing plane.

Mechanics worked furiously to repair the leak but shortly after his three rivals took off, Col Turner announced the repairs could not possibly be completed in time for him to join in the speed dash.

He said, however, that in event one of the three flyers in the race continues on to New York and breaks his transcontinental record of 10 hours and 4 minutes, set in 1933, he will take off in an attempt to regain the record.

Must Reach City by 5 P. M.

Lieut. Murray Dilley and James Granger were other possible entrants in the race. Rules require that the pilots reach Cleveland Airport by 5 p. m. today to be eligible for a cut of the \$10,000 in prize money.

First place brings \$4500 and a gold replica of the Bendix trophy; second, \$2500 and a silver trophy;

Turn to Page 16

third, \$1500 and a bronze trophy. Fourth place takes \$1000 and fifth \$500.

Mary Pickford, motion picture actress, was expected to be at the finish line to act as one of the honorary judges of the race. Miss Pickford flew by American Airways last night from Los Angeles to Chicago and was to be brought on to Cleveland today by Jimmy Doolittle, hero of National Air Races in past years.

Air race officials expected a near capacity crowd at the field this afternoon, with a combination of clear skies, the excitement of the finish of the Bendix race and the attraction of the opening of the chuck-full-of-thrills air program.

Biggest and Best

The program, including every tactical and stunt maneuver known to aviation, varies but little each day with the exception of different racing contests.

Clifford W. Henderson, managing director of the races, insisted earnestly that this year's program is the "biggest and best of all." He predicted, among other things, a new transcontinental record and a new straightaway record, which now is 305.33 miles per hour, established by the late Jimmy Wedell.

This forenoon was devoted to the qualifying speed trials, and the finals of the Scripps-Howard model plane contest, conducted nationally by Scripps-Howard Newspapers.

The parachute jumping contest, always a favorite with spectators, was to get under way at 1:15 p. m. with two score contestants trying to land in the center of the circle in front of the grandstand.

Then Charles Abel in scheduled to put an acrobatic glider through its paces, after which aviation was to go on parade with "A Quarter Century of Aviation Progress." In this feature planes from the old "pusher" type to the latest model transports and racers will pass in front of the grandstand.

Will Fly Beachy Ship

Official inaugural ceremonies were set for 2 p. m., followed by Milo Burcham, billed as the world's champion inverted flyer, in an act that its sponsors guarantee will cause thousands of gasps and a few screams from the stands.

Clarence McArthur was to take up an old-fashioned Lincoln Beachy and jazz it up with modern acrobatics, and Harold Johnson was to go gay in a tri-motor Ford, which he intends to loop.

The first closed-course race was a 50-mile event for planes of 375 cubic inch piston displacement, billed for 2:25 p. m.

Foreign flyers this year are Flight Commander R. L. R. Atcherly of the Royal Flying Corps, and Gerd Achgelis of Germany. Atcherly is an old favorite with Clevelanders by virtue of his exhibitions of "crazy" flying at previous air shows. Achgelis, at 26, is considered one of the premier exhibition flyers of Europe, having won out in numerous contests. He specializes in all sorts of stunts at low altitudes.

Capt. Al Williams, noted aerobatic flyer, was on hand to take his turn as the American member of the international team.

The come-to-Cleveland committee of the Cleveland Advertising club sponsored the "famous flyers' luncheon" in the main dining room under the race grandstand at noon.

Army Pilots to Stunt

A big feature of the afternoon was to be maneuvers by the U. S. Army, Navy and Marine Corps. In addition to formation flying through the various maneuvers of the three branches of service, the army is offering a special stunt trio from Maxwell Field billed as "the Men on the Flying Trapeze." Led by Capt. C. L. Chenault, this trio is said to do almost anything in formation that the average stunt pilot can do individually.

Uncle Sam's fighting forces always put on a good show, proving in past years to be the real backbone of the entire program.

The 10,000-foot delayed parachute race, by Clem Sohm and Wayne Wagner, was sure to be a thriller. The late Spud Manning practically stole the show in 1932 with his delayed jumps.

Roy Hunt and Art Davis were to put on an acrobatic stunt with smoke.

At 5:45 p. m. the first lap of the Greve trophy race was to be run for ships of 550 cubic inches.

"Mike" and "Ike," Benny Howard's racers piloted by Harold Neuman and Roy Hunt, were to put on an exhibition. A mass parachute jump, in which around 40 are expected to be in the air simultaneously, was to close the afternoon program around 6 p. m.

Pageant Scheduled

The evening program, starting at 7:25 p. m., will feature the Plain Dealer pageant, a court of flags, fireworks, "Tot" Dryer's comet plane, a double illuminated parachute jump by Joe Sirl and naval maneuvers will entertain the crowds tonight.

Just to make it official, this is aviation week by proclamation of Gov. George White.

The air races are largely the reason Europeans doff their hats to commercial aviation development in this country, according to Commander Atcherly.

"In our country," Atcherly said, "when we are lucky enough to set a speed record, we don't make any practical use of it. Over here you have the new features incorporated in transport planes flying passengers by the next year.

Uninjured in Crash

"I remember in 1930, my first year over here, Frank Hawkes (or one of your many Jimmies) flew a speed plane across the continent in some 12 hours. That was an unheard of speed then. But the other afternoon when I landed in New York and asked if I could get out to the west coast and back before the races, they told me I could fly out that same night in a sleeper plane and be there the next morning.

"It is for developments such as this that we of European countries

take off our hats to American aviation."

Two minor accidents marred yesterday's preparations. Roger Don Rae cracked up a Keith-Ryder racer while landing after completing qualifying speed tests. He was uninjured. The landing gear and propeller were being repaired or replaced today.

Lieut. George McQuade, marine pilot, made a forced landing in a field near Hudson, O., while coming here for the races. The plane was damaged. The pilot was not seriously hurt.

Decayed teeth were more prevalent among upper class Egyptians than among the peasants who ate simple, coarse foods, a study of ancient skulls shows.

THE CLEVELAND NEWS

a four-year search for three
the Suffolk county tax sale
the lots have vanished.
ized the county treasurer to
t explained why the previous
ginary property.

Add Alphabet Soup
MERCER, Pa.—(P)—W. C.
Fair association, would add
the New Deal's list of initials
tion, he writes:
"We have had very little
AAA, etc., but we believe P
bring us out of the depress

MONDAY, SEPTEMBER 3, 1934

9 Air Speedsters Set for Thompson Trophy Race

AS THOUSANDS THRILL—Here are some of
the officially-estimated 75,000 persons who taxed the
capacity of the municipal airport for yesterday's air
races. A similar turnout is expected today for the
\$10,000 Charles E. Thompson trophy race, the nine
entrants for which are shown below.



HUNT FLYER AFTER

PLUNGE IN LAKE

18 ARMY PILOTS JOIN IN SEARCH

Missing Aviator Enroute to Cleveland Airport
Where 80,000 Watch Speed Kings
Hurtle Through Air

10 SET FOR THOMPSON RACE TODAY

Premier Land Race Scheduled for 5:30 P. M.;
Entrants Call Shortened 100-Mile
Course "Suicide Alley"

By United Press

MT. CLEMENS, Mich., Sept. 3—The 18 army flyers now taking part in the air race program at Cleveland will return here following the close of the program today to help search for a missing army flyer.

Lieut. Clement J. Gaster, the missing pilot, is believed to have plunged into Lake Erie off Point Pelee during a storm Saturday afternoon while en route from Selfridge Field to Cleveland Airport.

A group of flying searchers sighted floating wreckage in the water yesterday believed to be from Lieut. Gaster's plane. Amphibian planes will take off at dawn today to locate the wreckage and land beside it.

When word of the disappearance of Lieut. Gaster reached the army headquarters at Cleveland Airport yesterday the 18 pilots spent 90 minutes in a fan-spread search of the lake off Cleveland.

Ten untamed monsters of metal and fabric were lined up today awaiting the signal to send them hurtling into the Kentucky Derby of the air—the Thompson Trophy Race, which will climax the 1934 National Air Races at Cleveland Airport.

Still No Trace of Missing Army Pilot

No trace had been uncovered last night of Lieut. Clement J. Gaster of the First Pursuit Squadron, Army Air Corps, who disappeared Saturday afternoon while flying from the squadron's base at Selfridge Field, Mich., to the National Air Races at Cleveland Airport.

United States Coast Guard boats from the Marblehead Station near Sandusky, O., returned to their base at 3:30 p. m. yesterday from Canadian Lake Erie, where guardsmen searched in vain for traces of Gaster's plane.

Lieut. Gaster, 28, is from Asher, Okla. He was flying an army pursuit biplane when he disappeared. It is feared that he crashed in one of the many storms that swept his course Saturday.

Stunts Off as Army Roars Aloft to Seek Its Own

Crack Trapeze Unit Joins Pursuit and Observation
Squadrons in Search for Missing Pilot.

BY ROELIF LOVELAND.

Police sirens screamed—and a long procession of cabs came streaking across Cleveland Airport yesterday afternoon. Army khaki could be seen through the windows of the cabs. Somewhat unusual.

A story was circulating through the stands that an army flyer was missing, had fallen into the lake, and that the boys were going out to find him. This seemed like a good excuse to get through jammed roads, and most persons let it go at that.

A short time later the announcer said: "The army is about to go up to perform some maneuvers for you." So the crowd sat back and watched the ships go up, trim, roaring.

And they noted, those who had seen the show before, that the three members of the Flying Trapeze unit, pride of army flyers, were going up with the other ships—and they noted that the fourth member of the Trapeze unit, who has been an-

nouncing the act of his fellows, also piloted a ship.

Public Is Puzzled.

"How come?" asked everyone. The army sailed away, but it did no tricks.

Its planes streaked away from the airport, roaring, cruised along the lake front, while sharp eyes looked intently below for the sight of an army plane which left Selfridge Field Saturday headed for Cleveland Airport, but which never got here.

The United States Marines went up, put on a grand show, and heard strong applause. Tactical maneuvers, attacks, bombing. The navy went up, razzle-dazzled all over God's heaven, performed other unique movements, was applauded, properly.

But the army ships were roaring along together in formation, away from the crowd and far from applause. The pilots were looking for Lieut. Clement J. Gaster, one of their own. Every ship, every officer, the star pilots, the whole shooting match!

Flyer on Way Here Feared Lost in Lake

An army flyer, bound from Selfridge field, Michigan, to Cleveland, today was believed drowned in Lake Erie.

Lieutenant Clement J. Gaster left the Michigan field at 1:45 p. m. Saturday, bound for the National Air Races. The officer, who was on a navigation test flight, has not been heard from since.

Late yesterday one of the army planes searching for Lieutenant Gaster reported sighting off Pelee point, Canada, some floating wreckage believed to be that of a single-seater such as he flew.

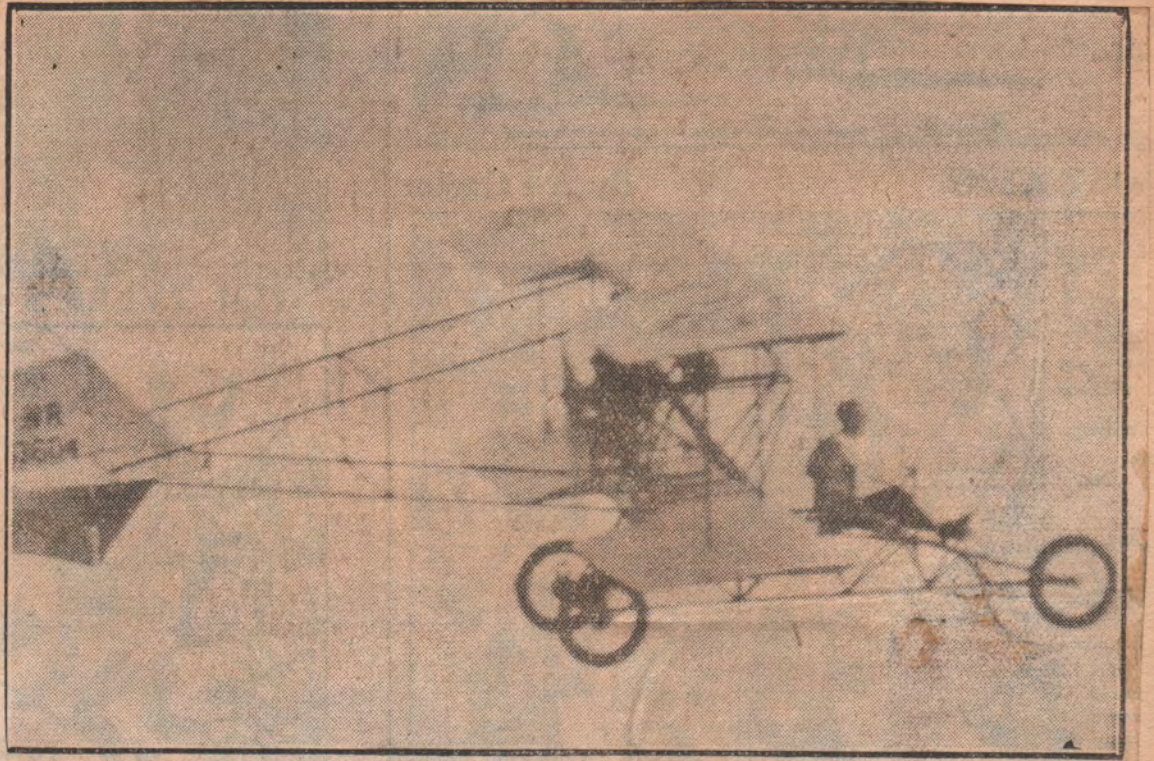
Captain George Warren, adjutant and acting commandant of Selfridge field, enlisted the aid of the Canadian coast guard in the search. The Point Pelee life saving station sent out a boat to pick up the wreckage, but could not immediately locate it.

Eighteen army pursuit ships, here for the air races, set out, with national guard planes, to look for the missing flyer yesterday. They spread out, combing the lake shore and circling over the water on a wide front.

Army headquarters here expressed grave fear that Lieutenant Gaster's plane had been swept down in a heavy rain squall about the middle of the afternoon Saturday.

All commercial plane pilots were asked to keep a sharp lookout for wreckage. Army planes, both from here and from Selfridge field, were to resume the search again today unless the debris in the lake was positively identified as that of Lieutenant Gaster's ship.

The missing officer lived in Asher, Okla.



60,000 PERSONS attending the National Air Races here yesterday gave a big hand to Clarence McArthur as he maneuvered his 1909-type pusher plane up and down the field.

CLEVELAND PLAIN DEALER

Establishing New Attendance Record—

HOW RACE JAM LOOKED FROM AIR



14,548 OF 'EM—Perched in the rear cockpit of a Marine Corps observation plane, News Staff Photographer Perry Cragg framed thousands of parked automobiles at the National Air Races yesterday with the wing struts of his ship.

**300,000 Jam
Airport Area
To See Races**



RACERS LURE

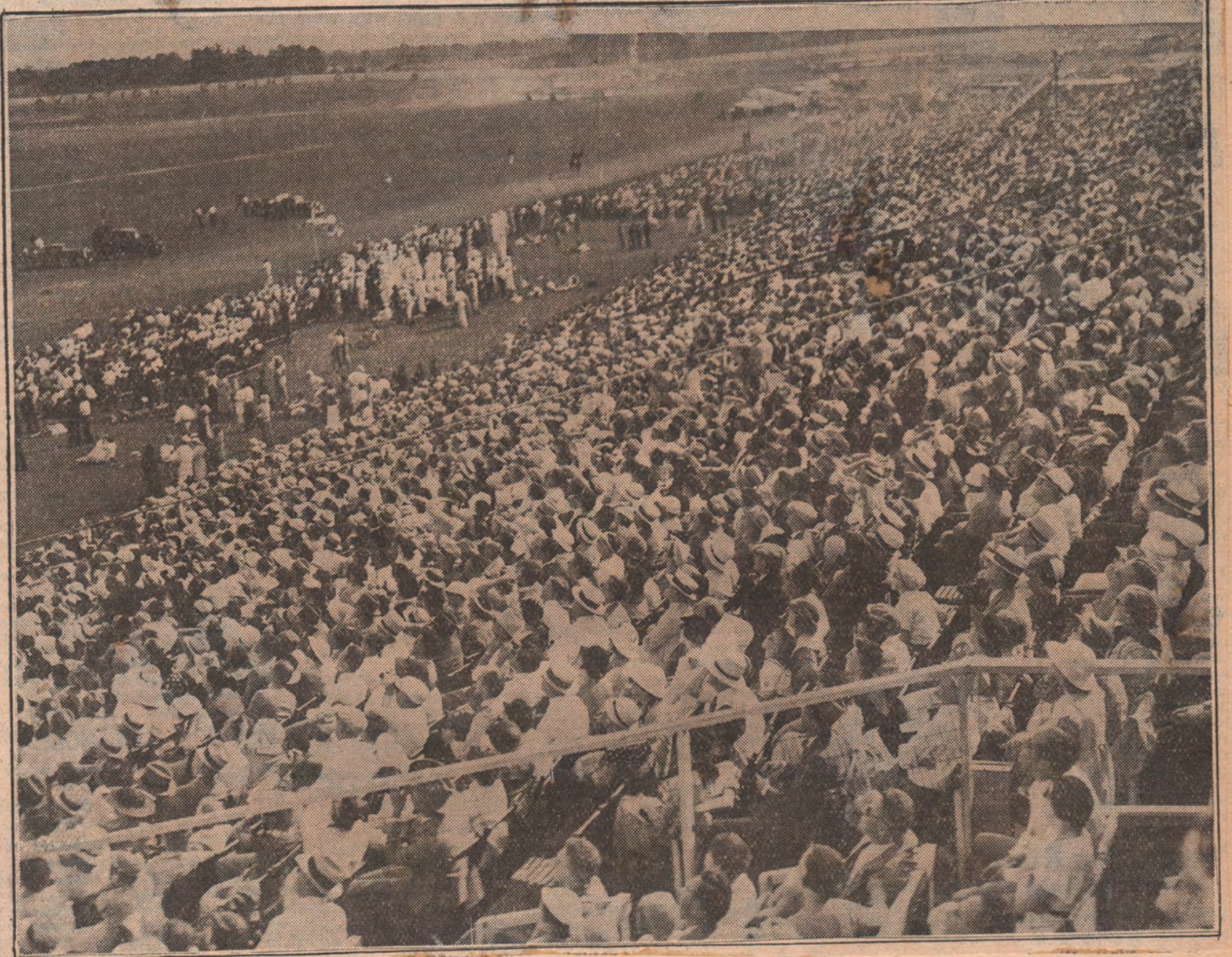
CLEVELAND, MONDAY MORNING, SEPTEMBER 3, 1934

PRICE THREE CENTS

NO. 246

100,000 TO AIRPORT

Record Crowd Overflows Air Race Stands



All records for attendance at the National Air Races since Labor Day in 1929 were shattered yesterday, when 60,000 persons paid to see the events of the third day's program. A view of the crowded stands is shown in this picture.

**STUNTS PUT
SHIVERS IN
NIGHT SHOW**

**German Flies Upside Down
20 Feet From Ground in
Blaze of Searchlight,
Waves to Throng.**

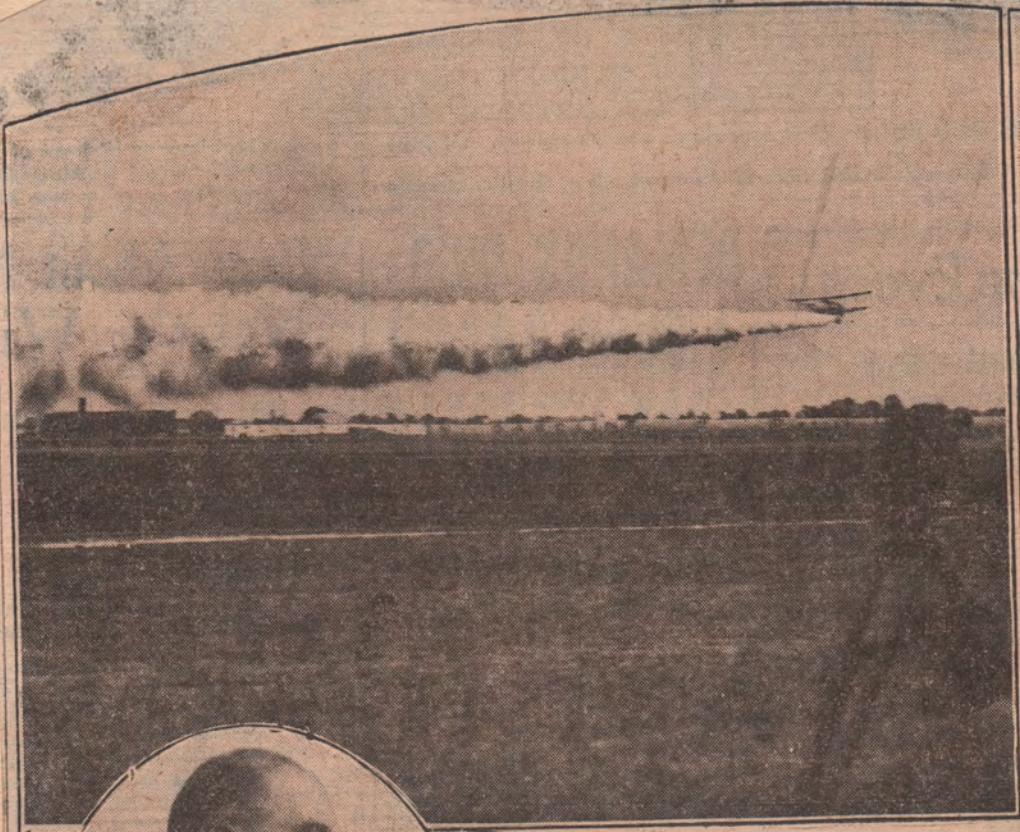
**60,000 IN FIELD, 40,000
OUTSIDE GET GLIMPSES**

**Army Planes Scan Lake for
Pilot; 302-Mile-an-Hour
Speed Mark Set.**

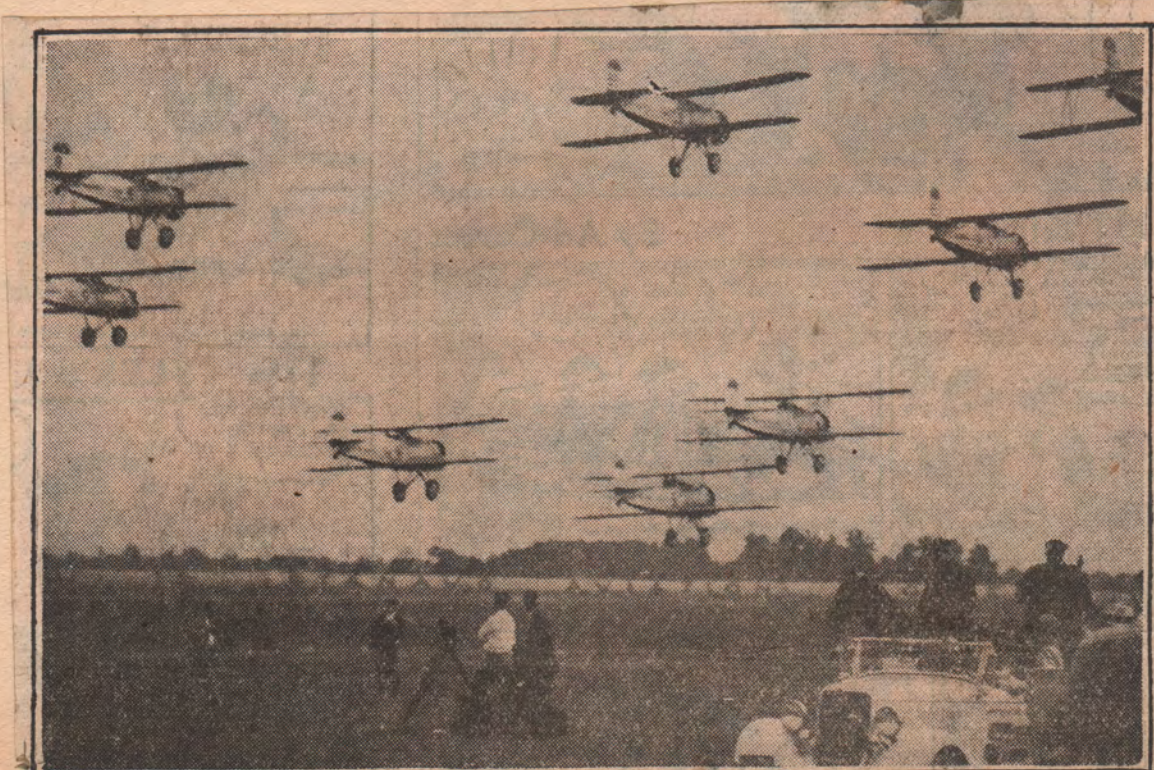
AERO-VOUGHT-ICS



They Thrilled Huge Air Race Crowd Yesterday



Here are some of the principals and events recorded by the camera yesterday as Cleveland's carnival of thrills—the National Air Races—opened at Cleveland Airport. A pilot is seen demonstrating the defensive quality of his plane by laying down a smoke screen over the field in the upper left picture. Doug Davis is shown at the upper right as he stepped from the cockpit of his ship to receive the acclaim of the crowd and be declared winner of the transcontinental Bendix dash. In the oval is Gerd Achgelis, German stunt ace. At the right, below, Achgelis' plane is shown as it passed upside down about 25 feet from the camera.



BOMBING SQUADRON salutes the stands after dropping their "eggs."



TICKLISH FLYING—It wasn't all fun for the pilots of the government seaplanes in the recent mass flight from San Diego, Cal., to Juneau, Alaska. Here are the flyers skimming over snow-capped peaks, and if anything had gone wrong at this particular spot it would

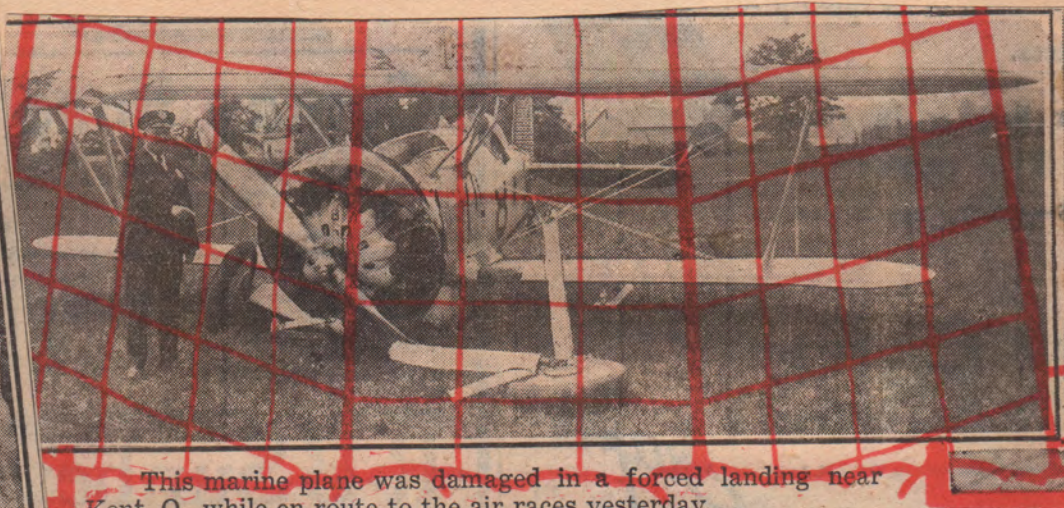
NOT RACING—BUT INTERESTED IN SPEED PLANES



Benny Howard, out of racing because of his position as an airline official, and Mrs. Howard watch one of their ships whiz by in the speed dash.

AUG. 31 to
SEPT. 3
CLEVELAND

NATIONAL AIR RACES



This marine plane was damaged in a forced landing near Kent, O., while en route to the air races yesterday.

WHAT A DAY!

AND what a crowd!

Upwards of 75,000 paid attendance at the National Air Races yesterday. Nobody knows how many outside the grounds, craning their necks for glimpses of whatever they could glimpse.

And they were more than satisfied with the show.

The big crowd inspired the stunters to feats that gave a new meaning to "crazy flying." The things they did were just a whisker's breadth short of the impossible.

Saturday's loyal rainy day crowd had its thrills, too, including Col. Roscoe Turner's record flight from Los Angeles and the news of his amazing dash through rain and wind from our Airport to New York in 1 hour and 27 minutes, 20 minutes faster than the stretch had ever been flown before.

Today the great climax—the Thompson trophy race. At this writing it is still planned to fly this race over an 8.3-mile course. We are still hoping that the committee will stretch the distance to at least 10 miles, as are most of the contests. It will be thrilling enough in any case without subjecting the flyers of these big ships to the unnecessary hazard of a cramped and crowded course.

Cleveland's Greatest Show.

Skies full of planes and stands full of spectators—thus the National Air Races come back to Cleveland.

The attendance at the first two days of this year's meeting, despite yesterday's shower, justifies the faith of the air race promoters—both the national organization and the local committee—that Cleveland is the ideal locale for these internationally notable contests.

This year's races offer the spectator a new deal. The former ten-day program has been compressed into four. The delays which at times were wearisome under the old arrangement have been eliminated. Events now almost pile up on each other with the prodigality and promptness of a three-ring circus. Charges have been scaled to accord more comfortably with depression-deflated pocketbooks. Some of them, one feels, might well be reduced even further.

The scores of thousands who saw the events of Friday and yesterday may have got dust in their ears and eyes and sunburn on their necks, but they grinned at such minor inconveniences for they were enjoying a great show well presented.

It is because they are so efficiently handled that the air races in Cleveland have been strikingly free from serious accidents. It is most important that this excellent record be maintained. To do it means the elimination of every avoidable hazard.

Air racing and demonstrations have plenty of dangers which cannot be dodged. But it is possible to correct such examples of bad judgment as the power dives which the navy flyers Friday made over the stands and the crowded sectors immediately behind them. Such stunts should be over the field itself where no spectators or bystanders are put in jeopardy should a flyer stub his toe.

Women Flyers, on Air Race Sidelines, 'Don't Like It'

BY ROSE ELO

The familiar faces of women flyers are missing at the National Air Races this year.

Perhaps the explanation for that is best expressed by Margaret Cooper, one of the few women flyers who deigned to attend the races today.



MARGARET COOPER

Cooper said. Miss Cooper is the national president of the Ninety-Nine club, composed of licensed women pilots.

Women flyers were ruled out of the races this year. And some of them don't like it.

Feel Qualified to Race

"We feel qualified to put on a well-flown race," Miss Cooper said. "Many of us hold transport licenses. We feel it is unfair that the qualifying speeds were made so high we could not compete."

Miss Cooper's sentiments reflected those of Viola Gentry and Henrietta Lantz.

"We hold the same type of licenses as the men. We have no more casualties than the men. We buy our own gasoline. We own our own ships. And we have been left out of the foremost race of America," the girls snapped, alternately.

Miss Gentry, a flyer for eight years, won the first solo record for women in America and along with Miss Lantz is holder of numerous trophies.

Winner "Watches Show"

Phoebe Omlie, winner in the 1929, 1930 and 1931 women's derbies, stood on the sidelines "just watching the show."

Miss Omlie said, however, that she had always felt "women should not compete with men because they lose their identities." She is now special assistant for air intelligence, a government post.

Where were Gladys O'Donnell, Bobbie Trout, Helen Smith, Amelia Earhart, Ruth Elder—all the feminine gallants of the air? You looked for them and they were not there.

Opinions on the subject of disqualifying women flyers was divided. Mrs. Frank M. Andrews, whose husband is a colonel in army aviation and commander in the navy, believes "women have not the endurance men have; that they are physically handicapped; that they should fly, but not in competition."

"As for wives of pilots flying—no indeed! Anne and Lindy or not! Imagine a jockey's wife being a jockey just because her hus-

band is one, or a truck driver's wife riding around with him on his deliveries—that's what I think of wives flying."

That was the declaration of William Griffiths, flyer of commercial ships and aviator for 17 years.

Another pilot of long service who felt women's place is in the kitchen and not the cockpit was Jack Story, former mail pilot from Oklahoma City.

"Flying," said Mr. Story, "is a man's business."

Speed Pilot's Wife Sees Woman's Place on Ground

CLEVELAND PLAIN DEALER

Aviation Editors Want Women on Race Program

National Association, Meeting Here, Also Calls for Increase in Prize Money.

Sidelights at Air Races

Was the army's face red? Figuratively speaking, that is.

Picked to escort Mary Pickford's plane to the airport from Elyria, the army squadron yesterday took off and cruised for half an hour over Berea.

Meantime, Miss Pickford, in a ship piloted by Jimmie Doolittle, landed in front of the grandstand. The army returned unnoticed.

Babe Smith, holder of the woman's altitude record for parachute jumping, is proud of a record that has no relation to leaping into space at 17,652 feet. Babe's pride is centered in the fact that she and Rubye Berau, the girl who pilots the plane Babe jumps from, have not had a single quarrel in the two years they have been together. Both girls are from Akron.

Roy Minor, whose mystery ship paced the rest of the racing planes in the qualifying dashes with a speed of 256.5 miles an hour, has money. Scads of it, they say. Flies racing ships just for the pleasure of it. Also flies air mail for the fun there is in it.

Round-the-world flyers will be represented today when Jimmy Mattern arrives as the guest of D. S. Campbell, oil company executive. Mattern, who was lost for three weeks in Siberia last June, will act as honorary judge during the races. He is the holder of 12 air speed and endurance records.

Jack Story, popular radio announcer at the races, peddles life insurance for aviators. He represents a new company, which, he says, charges for pilots rates at least 50 per cent less than any other.

Sight of the old "pusher" type plane in the pageant yesterday al-

most brought tears to the eyes of Ernest "Ernie" Hall. Hall, a former Clevelander who now lives in Warren, O., has been flying since 1910. During the war he "taught the army to fly." He was employed as chief inspector and instructor of army pilots. He flies the old "Standard," vintage of 1914, in the pageant.

Among the first to arrive yesterday were Roger Wolfe Kahn, son of the late Otto Kahn, patron of the arts and international banker. With Mr. Kahn was his wife, the former Edith Nelson of New York, and Ray Cooper, general manager of the National Aeronautical association. Mr. Kahn flew his own plane here for the races.

William E. Minshall and Douglas Campbell, president and chairman of the board, respectively, of the Pocahontas Oil Co., took time off from the gas arbitration hearings to view the races.

Several thousand air race fans inspected the United Air Lines Boeing plane on exhibition. The ship is a 10-passenger transport plane on the Cleveland-to-New York run.

One of the thrilling exhibitions of the day was the stunting by Gerd Achgelis, 23-year-old German flyer. Achgelis, who won his first acrobatic championship at the age of 20, received one of the greatest ovations of the day.

The contest committee announced that Walter Wedell, brother of the late Jimmie, won a speed trial. But Walter was ill down south, the Associated Press learned. So the race people decided that Lee Miles won the race, instead.

Buy now—Beat high prices

More prize money, restoration of races for stock model airplanes and some measure of participation for women pilots are among the things the members of the National Association of Aviation Editors think would improve future National Air Races from the pilot's standpoint.

The aviation editors here for the races agreed informally on these topics at a meeting held yesterday morning at the Hotel Statler.

Aviation editors covering the air meet here were Reginald M. Cleveland, New York Times, president of the association; George Mason, Boston Transcript, secretary; C. B. Allen, New York Herald-Tribune; William Westlake, Chicago Herald-Examiner; Wayne Thomas, Chicago Tribune; Robert Ball, Washington News, and George E. Pelletier, Springfield (Mass.) Republican.

Other out-of-town correspondents included Mrs. Helen Waterhouse, Akron Beacon-Journal; Leon Schloss, Washington bureau of the International News Service; Bert Stoll, Detroit News; Vera Brown and John Hammond, Detroit Times; Winchell Royce, South Bend News-Times; Anthony Weitzel, Akron Times-Press; Paul Marshal, Toledo News-Bee, and Harold Milkes, Fort Wayne Journal-Gazette.

Sun-glass concessionaires reported

a sellout business of their 25-cent glasses by 1 p. m. They still had a few 50-cent glasses on hand.

Roscoe Turner bought beer for the ground crew handling the racing planes yesterday when the other racing pilots decided that that should be his fine for being late for the 11 a. m. pilots' meeting. Turner's ante was \$6 for three cases.

Allen Lockheed, designer of the famous around-the-world plane, the Winnie Mae, was numbered among the aviation personalities in the stands yesterday. He said he would soon start production on a new type of plane that would be a step forward in aircraft construction.

Treating 168 persons for minor ailments, the field hospital had the busiest day of the four-day session. This included 41 heat victims, eight bruised National Guardsmen, and one man who was hit on the head by a thrown pop bottle.

The delayed parachute jump was still a thrilling event, with the fans exhorting the jumpers to open the chutes as their plunging bodies neared the ground. What a dirty trick the jumpers could have played by throwing a dummy out of the plane.

Watch Their Curves!

NEW ALTITUDE RECORD SOUGHT

Wiley Post Hopes to Fly 400 Miles an Hour 50,000 Feet Above Earth

By United Press

CHICAGO, Aug. 31—Two carefully groomed airplanes were rolled onto the "apron" at Curtiss-Reynolds Airport today for attempts at two world records.

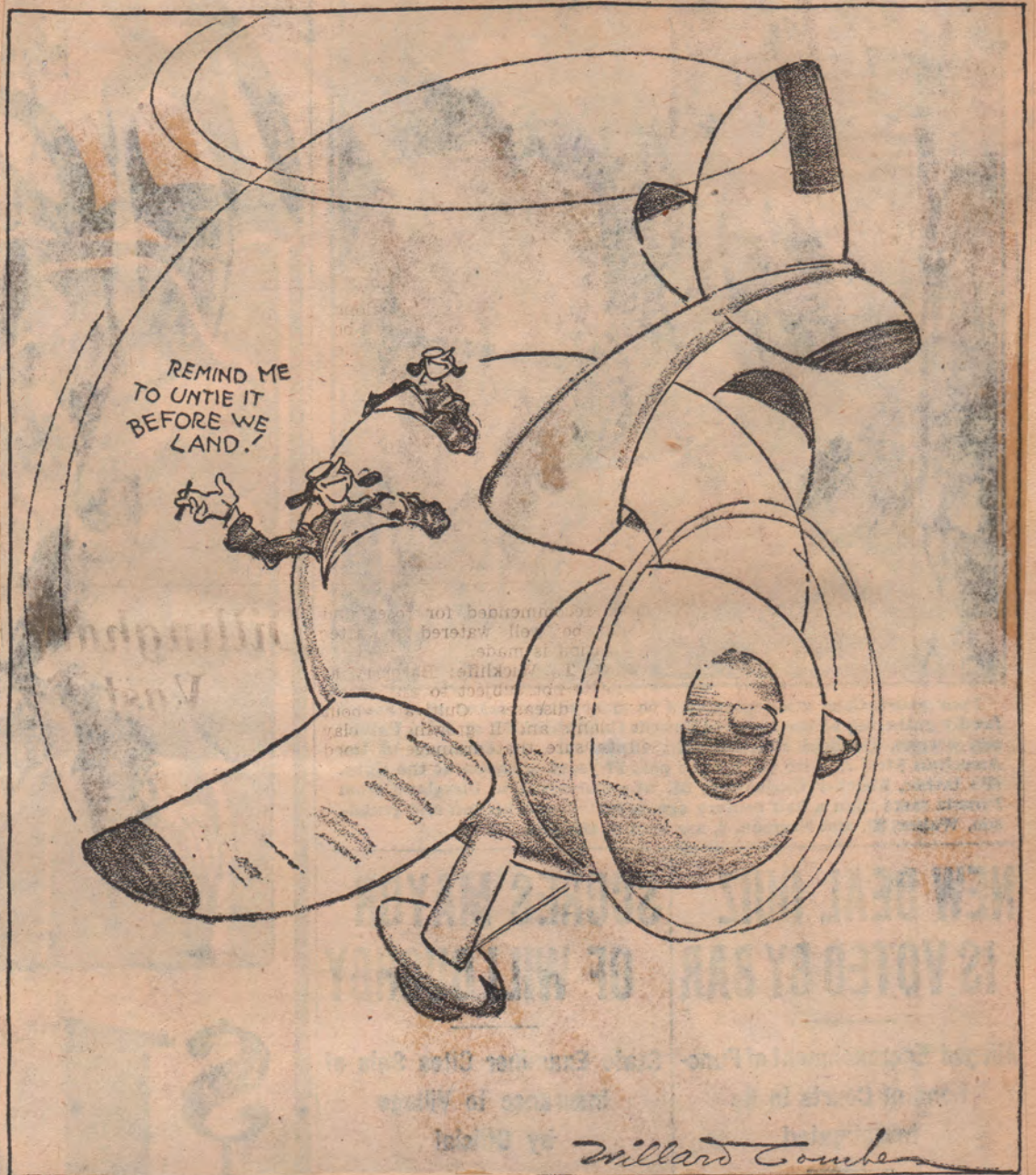
Wiley Post, one-eyed little pilot who last year girdled the world in record time, checked the super-charged motor of the same plane in which he made that flight, the Winnie Mae, and announced that he hopes to attain a speed of 400 miles an hour in the 50,000-foot level of the stratosphere.

A few yards away two pretty Texas girls, Jean Le Rene and Mary Owens, prepared for their third attempt in a week at the refueling endurance flight record for women.

Post hoped to prove that standard type airplanes can attain almost unbelievable speeds in the rarified air of the stratosphere and to hang up a new altitude record. The present world record is 47,560 feet, established early this year by Renato Donati, Italian World War ace.

Last week the flyer, wearing an oxygen mask, took the Winnie Mae to 38,000 feet in a test flight at Dayton, O., with super-charged motor and generator and a controllable-pitch propeller, he said. The ship then achieved a speed of 350 miles an hour and still gained altitude at 1000 feet a minute.

Post will wear a rubber and aluminum "diving" suit to protect himself from the effects of rarified atmosphere and intense cold at the 10-mile height.



PROGRESS IN THE AIR

EUROPEAN flyers think of commercial aviation in the United States as the most advanced in the world.

So reports Flight Commander R. L. R. Atcherly, British ace well known to Cleveland air race patrons.

To the National Air Races, Commander Atcherly attributes a share in the outstanding progress of commercial flight in this country.

At the air races, he points out, appear new devices which make for greater speed or greater safety at established speeds. The next year, we find these ideas built into a lot of new commercial planes, with the result that passengers can now travel in comfort at speeds impossible to daredevil racing pilots only a few years back.

Thus it is that the air races which start today are more than a thrilling program of stunts, more than a great sporting competition.

They are all of that, to be sure, but beyond that they are a great testing laboratory for an industry which becomes more important in American life every year.

AND THEIR'S



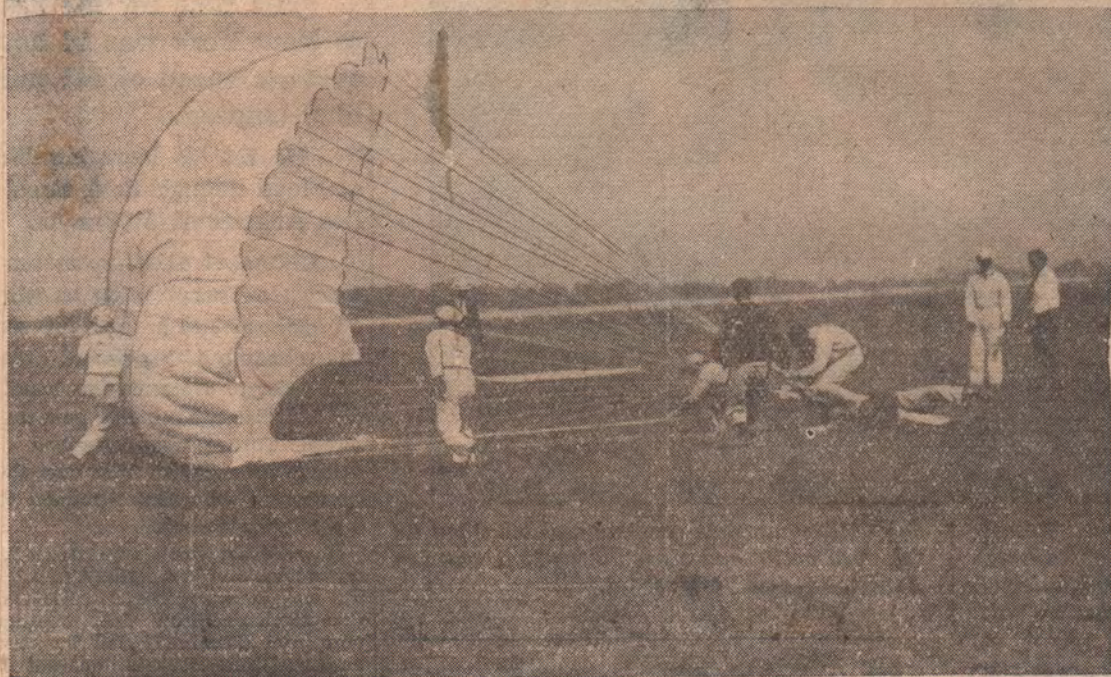
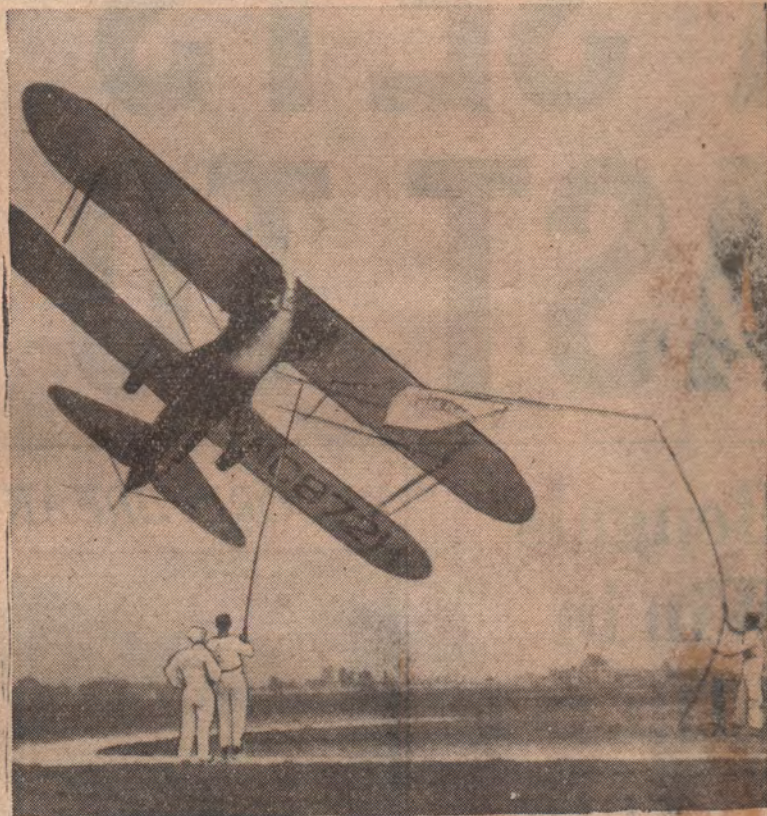
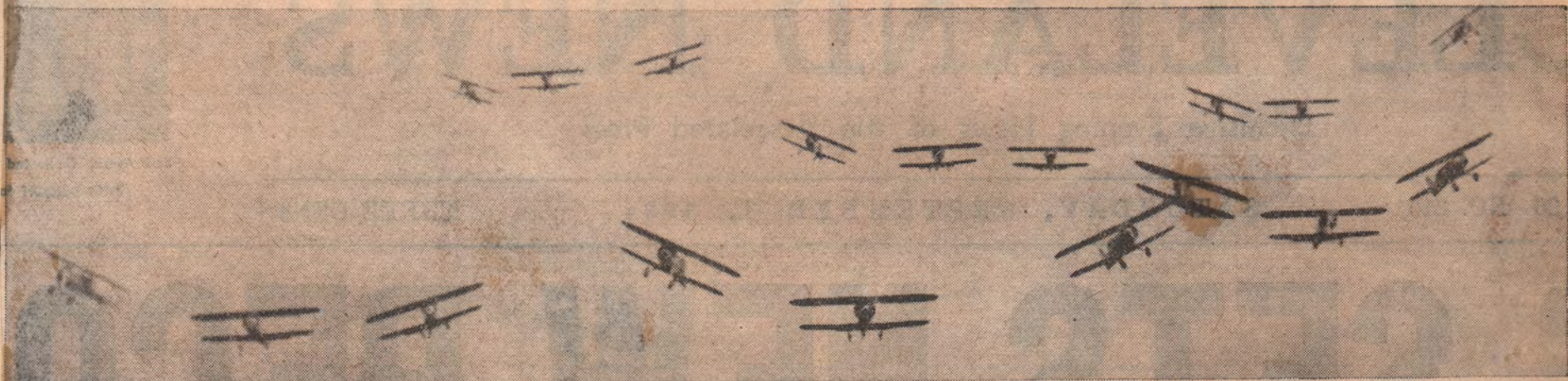
AIR RACES SHOW PROFIT, IS REPORT



100,000 PERSONS paid admission to National Air Races here yesterday establishing a new attendance record. Picture shows a section of the crowd.



PLENTY OF WINGS OVER CLEVELAND ✓



CITY CROWDED WITH VISITORS

THEY KNOW, BUT—We don't know what those navy pilots are doing in the top picture, but that's what the lens caught. The plane right side up, at the right, is Milo Burcham's. The one that's upside down, is Gerd Achgelis'. The parachute (lower left) is Shirley Bauner's. He landed a bit hard.

Women Unfit for Racing, Add Spice, Aviatrix Says



MISS ANTONIE STRASSMAN
WIDE WORLD PHOTO

Miss Strassman, Who
Crossed Sea in DO-X,
Speaks Mind.

Miss Antonie Strassman, only woman crew member of the famous German ship, the DO-X, which crossed the Atlantic two years ago, attended the air races yesterday and said she did not blame the air race officials for barring feminine entrants in the competitive events.

The second woman flyer to be awarded a license in Germany, Miss Strassman said that women were emotionally unsuited for speed races, and that their job in the air industry in the future would be to aid in placing it on a firmer business basis.

"However, I think there should have been a couple of women at the races if only to spice the proceedings," she added.

"Mike and Ike, they look alike" is certainly true of the two white racing monoplanes by those names entered in the races by Ben O. Howard, Cleveland air line pilot, and flown by Harold Neuman and Roy Hunt. It is difficult to distinguish which is which as they flash past the grand stand.

The letters and figures written in smoke by Roy Hunt and Art Davis are four miles high and several miles wide, so the announcer says. If you don't believe it you can measure 'em yourself.

Officials scanned the stands for a glimpse of William Powell on a rumor that the noted movie actor had flown in for the races. They found a man who looked a great deal like the ex-husband of Carole Lombard, but it turned out to be a Mr. Ginsberg who was in the delicatessen business.

TURNER SETS

PTEMBER 1, 1934

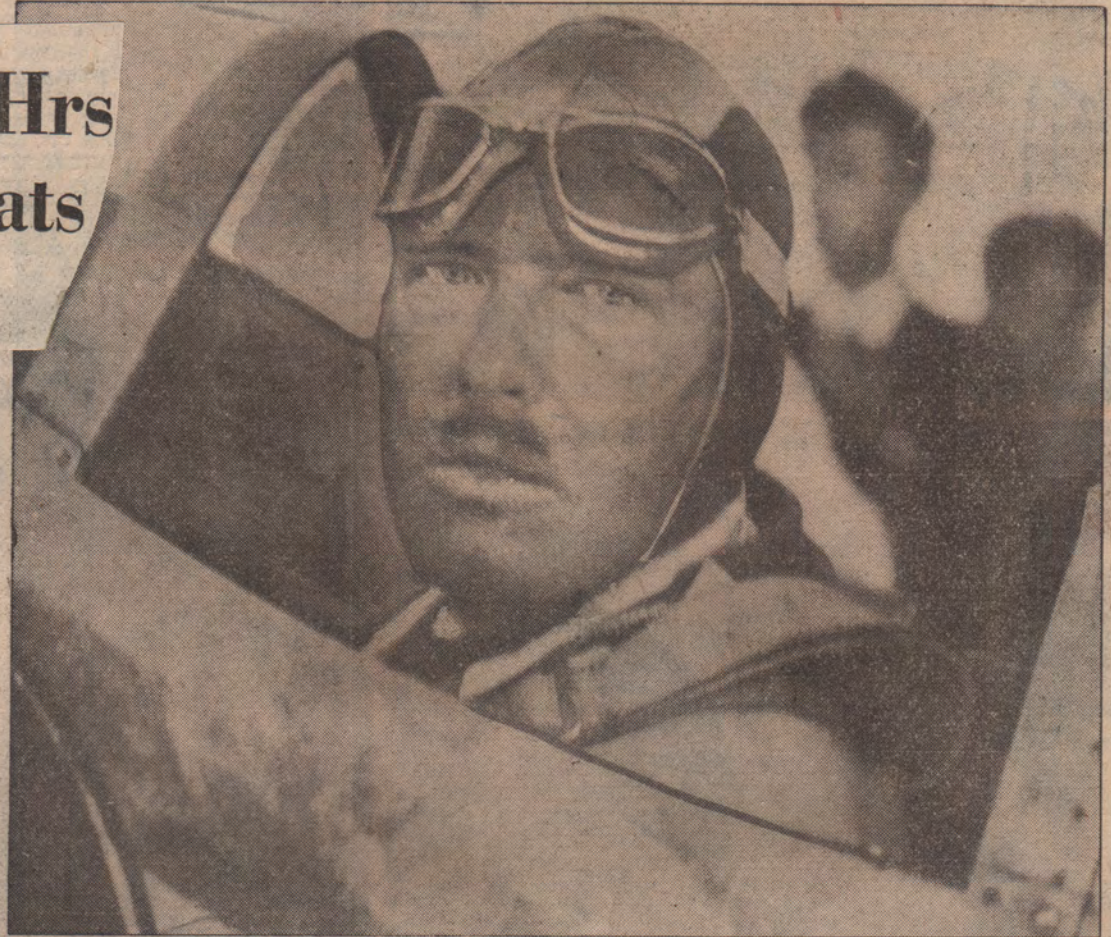
THREE CENTS

Dutchess county (New York) horse show.

NEW RECORD ON

RECORD BREAKER

**Spans U. S. in 10 Hrs
2 1-2 Minutes, Beats
His Own Mark**



TURNER FILLS 'ER UP—Colonel Roscoe Turner, America's transcontinental speed king, stayed in the cockpit of his plane at Municipal Airport today while mechanics checked his

ship and pumped in gasoline and oil. Then he "stepped on it" and soared away to a new Los Angeles-to-New York record.

COAST TO COAST

FLIGHT

80,000 Keep Their Heads in the Clouds at National Air Races



Some day when the camera makers start making cameras big enough, a photographer might be able to take a picture that would show how many people were at the

National Air Races yesterday. But this picture will give you an idea.

L. W. Greve, president of the National Air Races, said his best guess of the crowd within the race enclosure was

75,000. Some others guessed as high as 80,000. No one claimed to be able to figure out about how many people there were in the immediate vicinity of the airport.



SMOKE SCREEN being laid by a marine plane during an "attack" by the marine squadrons.

DAVIS WINS

BENDIX CUP RACE



DOUG DAVIS, FIRST TO LAND IN BENDIX TROPHY RACE



Worthern Lands Second, Gehlbach On Way From West

BY HOWARD BEAUFAIT

MUNICIPAL AIRPORT—Doug Davis of Atlanta, Ga., roared in from Los Angeles today to win the Bendix cup and first prize of \$4,500.

Davis' average speed from Chicago was 270 miles an hour, but thunder showers forced down his average for the 2,060-mile race to 219 miles an hour.

It was 3:46 p. m.—9 hours and 26 minutes after he left Los Angeles—that Davis' speedy plane shot into view of 40,000 spectators at the National Air Races.

John Worthern, 25-year-old Arkansas flyer, arrived slightly more than half an hour behind Davis. This put him out of first place, for he took off from Los Angeles only five minutes behind the Atlantian.

The third entry, Lee Gehlbach, was racing against time from Des Moines, Ia., his last stop.

Davis decided not to go on to New York in an attempt to crack the transcontinental mark of 10 hours and 5 minutes, being too far behind.

Official time for Davis' hop was 9 hours 26 minutes and 41 seconds. This is 1 hour and 7 minutes slower than the record for the race established during the 1932 National Air Races by Jimmie Haizlip.

Davis' red and black-winged Wedell-Williams monoplane was streaked with oil, indicating the flyer may have had engine trouble en route.

Last Lap at 270 M. P. H.

After making the 1,753-mile grind to Chicago at an average speed of 216 miles an hour, Davis hit 270 miles an hour in the remaining 307 miles.

Worthern, in his Wedell special low-winged monoplane, landed in front of the grandstands at 4:28 p. m., with an elapsed time of 10 hours and 3 minutes. His average speed was about 205 miles an hour.

Gehlbach, in order to come in third, must arrive later than 6:01 p. m. to be behind Worthern's time. Gehlbach is flying a Gee-Bee type plane boasting 1,050 horsepower—twice that of his opponents.

Gehlbach was unreported until 2:34 p. m., when he landed at Des Moines, Ia., after averaging 226 miles an hour from Los Angeles. His engine cowling was torn, and he had to remove it.

Davis appeared to be weary from the strenuous flight, but he smiled broadly when he was told that he had won the cross-country event.

"I only had to refuel twice, once at Goodland, Kan., and again at the

38,000 SEE GEORGIAN FLYER WIN AIR DERBY; CHEER MARY PICKFORD

Military, Stunt and Speed Pilots Add New Thrills on Opening Day of Races; Trio Grounded in Los Angeles and Others Get New Chance for Cross Country Record; "Race Horse" Starts Improve Closed Course Events.

BY RALPH J. DONALDSON.

It was Doug and Mary who were the headliners at yesterday's opening of the faster and better 1934 National Air Races.

It wasn't the Doug you're thinking about, though, but Doug Davis of Atlanta, Ga., who flashed across the finish line at Cleveland Airport, before a crowd of 38,000, to win the Bendix Derby from Los Angeles and \$4,500 in cash.

And it was Mary Pickford herself, America's sweetheart, who presented him the Bendix trophy, symbol of his victory.

Davis landed at 3:46 p. m., 9 hours, 26 minutes and 41 seconds after he took off from the municipal airport at Burbank, Cal., a suburb of Los Angeles.

Miss Pickford had arrived at the airport at 2 p. m. in a ship piloted by Jimmy Doolittle, the flyin'est flyer of them all.

Davis, who was one of three entrants to start in the Bendix race, didn't break any records because of the fact that he had to battle head winds all the way. He came considerably short of equaling the Los Angeles-to Cleveland record of 8 hours, 19 minutes and 45 seconds established by James Haizlip in 1932.

The other two contestants were John Worthern of Pine Bluff, Ark., who arrived at 4:28 p. m. with an elapsed time of 10 hours and 3 minutes, winning \$2,500 for second place, and Lee Gehlbach of Springfield, Mass., who landed at 6:40 p. m., with an elapsed time of 10 hours and 55 minutes.

front of the grandstand.

A new wrinkle was the laying down of a smoke screen which shut off a view of the field from the grandstand and finally drifted over the spectators. The smoke screen was a source of considerable worry to the police horses, which had never seen anything quite like it before.

Remember the late Spud Manning, who thrilled the 1932 air race crowds by falling 8,000 feet before he opened his parachute? Two parachute jumpers do this stunt simultaneously this year. They jump from the same plane at the same time and race to the ground. The one who comes closest to the ground before he opens his chute is the winner.

The closed course races are better

Col. Roscoe Turner, the favorite to win the race, was unable to start because of a leaky gasoline line, and other entrants were kept on the ground for one reason or another. Gehlbach arrived too late to participate in the prize money.

Worthern might have won the race had he not got lost and had to land at Port Erie, four miles west of Erie, Pa., to ask the director of Cleveland Airport. He circled the field three times, landed, asked questions and then sped away without leaving his ship.

New Bendix Set.

The contest committee of the National Aeronautical Association decided after lengthy argument early today to give disappointed Bendix Trophy Race contestants who were stranded in Los Angeles one more chance at prize money and a try at the national transcontinental speed record, according to the United Press.

The committee voted down a former proposal for a three-way dash between Col. Roscoe Turner, Lieut. Murray Dilley, and James E. Granger, who were held in Los Angeles by plane trouble, for a total prize of \$3,500. They adopted a compromise proposal offered by Vincent Bendix, sponsor of yesterday's race, that any pilot now on the west coast, or any other pilot who might be able to get to the starting point on time, would be allowed to make a Los Angeles-New York flight via Cleveland either today or tomorrow in an effort to break Col. Turner's present transcontinental mark of 10 hours 4 minutes and 55 seconds.

Yesterday's program was packed with thrills from beginning to end.

The army, navy and Marine Corps gave beautiful demonstrations of precision flying. In the final windup of the Marine Corps show the air seemed to be filled with roaring hell divers with bombs raining from the sky and exploding on the airport in

this year than they have ever been before, with faster planes competing and all taking off simultaneously in race horse starts. The international team of stunt flyers—Milo Burcham of the United States, "Prof." R. L. R. Atcherley of England and Gerd Achgelis of Germany — made its planes do everything but talk.

The program continued on into the night with the Plain Dealer

(Continued on Page 4, Column 4)

BENDIX PILOTS POISE IN WEST TO DASH HERE

Due to Roar Over Airport This Afternoon for \$10,000 Prizes.

THRILLS START AT 1:15

Stunt Flyers, 'Chute Jumpers Are World's Best.

BY JAMES D. HARTSHORNE.

With engines roaring, six of the world's fastest racing land planes early this morning were poised at the United Airport at Burbank, Cal., a suburb of Los Angeles, for the start of the \$10,000 Bendix Derby race to Cleveland.

While the racers are in the air speeding eastward at almost 300 miles an hour the curtain will go up on the 1934 National Air Races at Cleveland Airport this afternoon at 1:15.

For four days and nights the thunder of massed battle planes of the nation's military air services will fill the sky. Swift racing craft will carry their pilots on a quest for new world speed records and rich prizes. The world's best stunt flyers will draw gasps from tens of thousands of spectators.

REFUSES TO FIRE ARMY AIR CHIEF

Dern Charges House Probers Were Unfair in Charges Against Foulois.

(Copyright, 1934, by Associated Press.)

WASHINGTON, Aug. 30.—Secretary of War George H. Dern refused today to meet the demand of a House military sub-committee that Maj. Gen. Benjamin D. Foulois be summarily dismissed as chief of the army air corps.

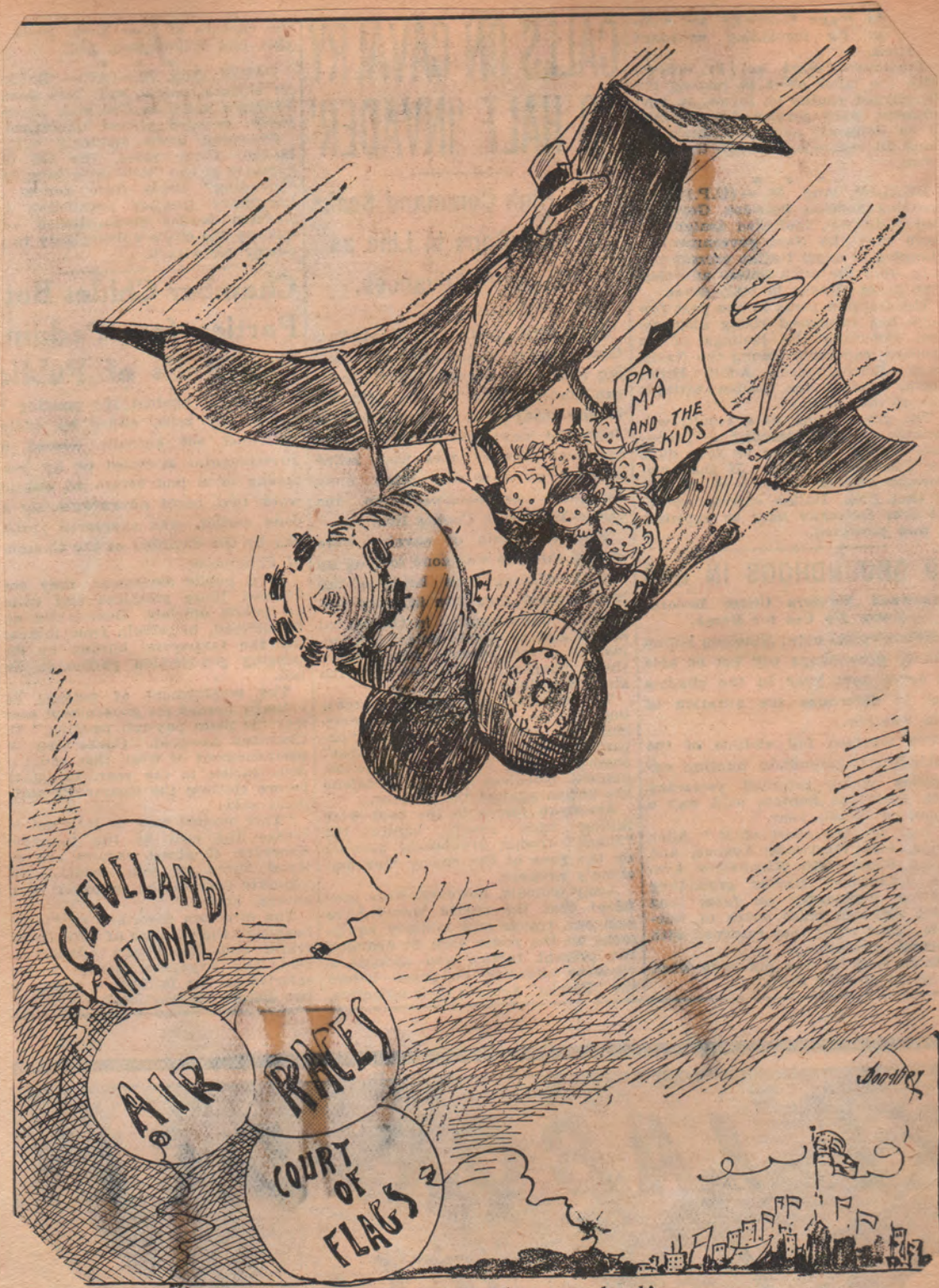
AIR RACES SHOW PROFIT, IS REPORT

100,000 on Field for Holiday Show; Largest Crowd Ever at Classic.

BY RALPH J. DONALDSON.

The financial record of the National Air Races of 1934, a potent factor in determining whether Cleveland will be the capital of aeronautical exhibitions again next year, will be written in bold, black ink.

That was the well-founded report current last night after the final detachment of a record-breaking crowd, estimated at 100,000, had left Cleveland Airport following the close of a show that nearly wore out its standing-room-only sign.



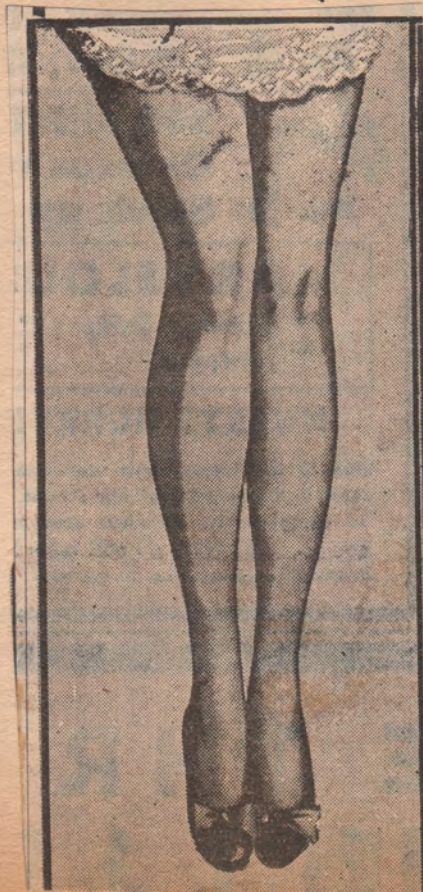
And right here's where we land!

L. W. Greve, president of National Air Races of Cleveland, Inc., said late last night that he did not yet know whether the 1934 races would show a profit and that it would take auditors several days to determine their financial status.

There were, however, unofficial reports that the races "paid their way" in the first three days and that receipts yesterday, the final day, would be clear profit.

Air race officials were not in a
(Continued on Page 6, Column 4)

Check the one in which you are interested



AIR LINER CRASHES

IN ROAD, FIVE DIE

TRANSPORT IN FLAMES AFTER FALL

Plane Carrying Pilot and 4
Passengers Plunges
to Earth Near Ore-
gon, Mo.

TRI-MOTORED SHIP IS TRAPPED BY STORM

Farmer Sees It Circle and
Dive on Way to Omaha
From Kansas City.

OREGON, Mo., Aug. 31.—(AP)—
Five persons were killed tonight in
the crash of a tri-motor Rapid Air
transport plane, bound from Kansas
City to Omaha, on a road near here.

The plane carried a woman and
three men as passengers and had
one pilot aboard.

Rapid Air transport officials at
Kansas City said the passengers
were:

MRS. MAUDE SCHIFFMACHER of
Edwardsville, Kan.

DALLAS LEUTCH, Omaha.

W. W. TRUELSON, Omaha.

FRANK MAHAN, Kansas City.

The pilot was C. M. Bontrager,
Kansas City.

Burst Into Flames.

Mrs. Lewis Kurtz, near whose
farm home the plane crashed said
it burst into flames upon striking a
road embankment and it was impos-
sible for any of the occupants to
have escaped alive. The plane was
fighting a rain storm at the time.

"My husband and I were awak-
ened by the storm," she said.

While they were putting down win-
dows they noted the plane.

"It was flying low just above the
trees and was circling as if to make
a landing," she recounted.

The plane left Kansas City shortly
after 6 p. m. central standard time.
It reached St. Joseph about an hour
later and remained there until 10:27
p. m. because of stormy conditions.

Mrs. Schiffmacker was the wife of
Harry Schiffmacker, a buyer for the
Loewenstein Packing Co. of Detroit.
She was on her way to meet him at
a hotel in Omaha.

Sheriff P. J. Loudon said all the
passengers except Truelson were
burned beyond recognition. Truel-
son's body was thrown clear of the
plane, he said, and cards in his
pockets established his identity.

Rescue workers experienced diffi-
culties in gaining access to the other
bodies, which were lodged under the
wreckage.



Milo Burcham, who gave the 38,000 spectators a double thrill, is shown (below) as he landed his stunting plane with one wheel missing.

Pilot Does Everything but Snatch Hat Off Ground While Flying Upside Down

Achgelis, German Aerial Acrobat, Has Race Fans Holding Breath

By WILLIAM MILLER

No flyer, so far as is known, ever has reached out and plucked a hat from the ground while flying upside down.

After Gerd Achgelis, the German aerial acrobat, finished his initial stunting exhibition yesterday, most witnesses, once they had quit holding their breaths, were agreed that Herr Achgelis, had he flown five feet lower, could have done just that.

Not content with skimming upside down over the field so low that his unruly flaxen hair almost brushed the grass, Herr Achgelis added the final devastating touch by releasing one hand from the controls and waving it gaily.

The mouth of David Ingalls, an aviator who has met German flyers under different and less friendly conditions, grew grim.

"I wish he wouldn't do that," said Mr. Ingalls. "He wouldn't have a chance to come out of it."

Don't Go Lower

Al Williams; the navy flyer who has been known to take some chances himself, had the microphone for the moment.

"They don't go any lower than that upside down," said he.

But Herr Achgelis was not satisfied with merely giving people pumping hearts. As Lieut. Williams remarked, "He is probably having more fun up there than a barrel of monkeys."

His Siemens-powered plane climbed, roaring until it seemed to hang suspended in the sky by its propeller. Then, in the moment before the spin, Herr Achgelis deftly winged over.

When he landed, everyone crowded around the swastika-tailed ship. Out climbed a shy-eyed young man, who would be inconspicuous in any crowd, and who was patently embarrassed by all this attention.

Mr. Ingalls held out an earnest hand.

"It was great," he said. That was all he seemed able to say. Lieut. Williams said, "It was good, really good." His eyes said other things which only heads which have scraped the grass stops probably would understand.

Herr Achgelis smiled at everyone,



Gerd Achgelis, "Doing His Stuff"

understanding little or nothing of what they said.

In his 26th year, this is Herr Achgelis' 251st air meet. He is the chief test pilot for a German airplane manufacturer. Not often does he get a chance to fly as he flew yesterday, with all rules suspended.

Lost Wheel Faked

Next to the German's stunts, the feat which awed the crowd more than any other at the opener, was one which was cleverly faked. Milo Burcham, the Hollywood daredevil, lost a wheel from his stunter as he took off.

Attendants wig-wagged frantically from the field. The missing wheel was held aloft.

Spectators held their breath when he started to land, sighed with relief when he did it safely. Few knew that the wheel rolled off when Pilot Burcham pulled a string which released its pin.

Few knew that where the wheel had been there was a small roller in its place—which worked nearly as well.

In the course of the 375 cubic inch

race a ship took off from the other side of the field.

"Who is that?" air race officials yelled. "He ought to be grounded for good. Who told him he could fly?"

It was Lieut. Al Williams.

Repeat Greeting

The newsreel men had a lot of trouble getting Doug Davis, the Bendix Trophy winner, satisfactorily greeted. He was greeted pretty well, and authentically, when he first climbed from his ship. But the newsreel men wanted him to do it all over again, with sound.

Another Davis, Harry L., was brought in for the staged greeting. After he had welcomed Mr. Davis "on behalf of the many, many thousands of Cleveland citizens," the newsreel men told him he would have to do it all over; the first was just a rehearsal.

Then the mayor had to do it a third time, because he neglected to mention for what Doug Davis was being greeted. The third and last occasion was ruined by a plane which zoomed by, drowning out the words. Everybody gave up, then.



GERMAN STUNT ACE. Gerd Achgelis responds to crowd's ovation after thrilling performance.



A GROUP OF PARACHUTE JUMPERS thrilled crowds at the Cleveland Airport during the National Air Races and were caught by the "unusual picture" photographer as they drifted back to earth.

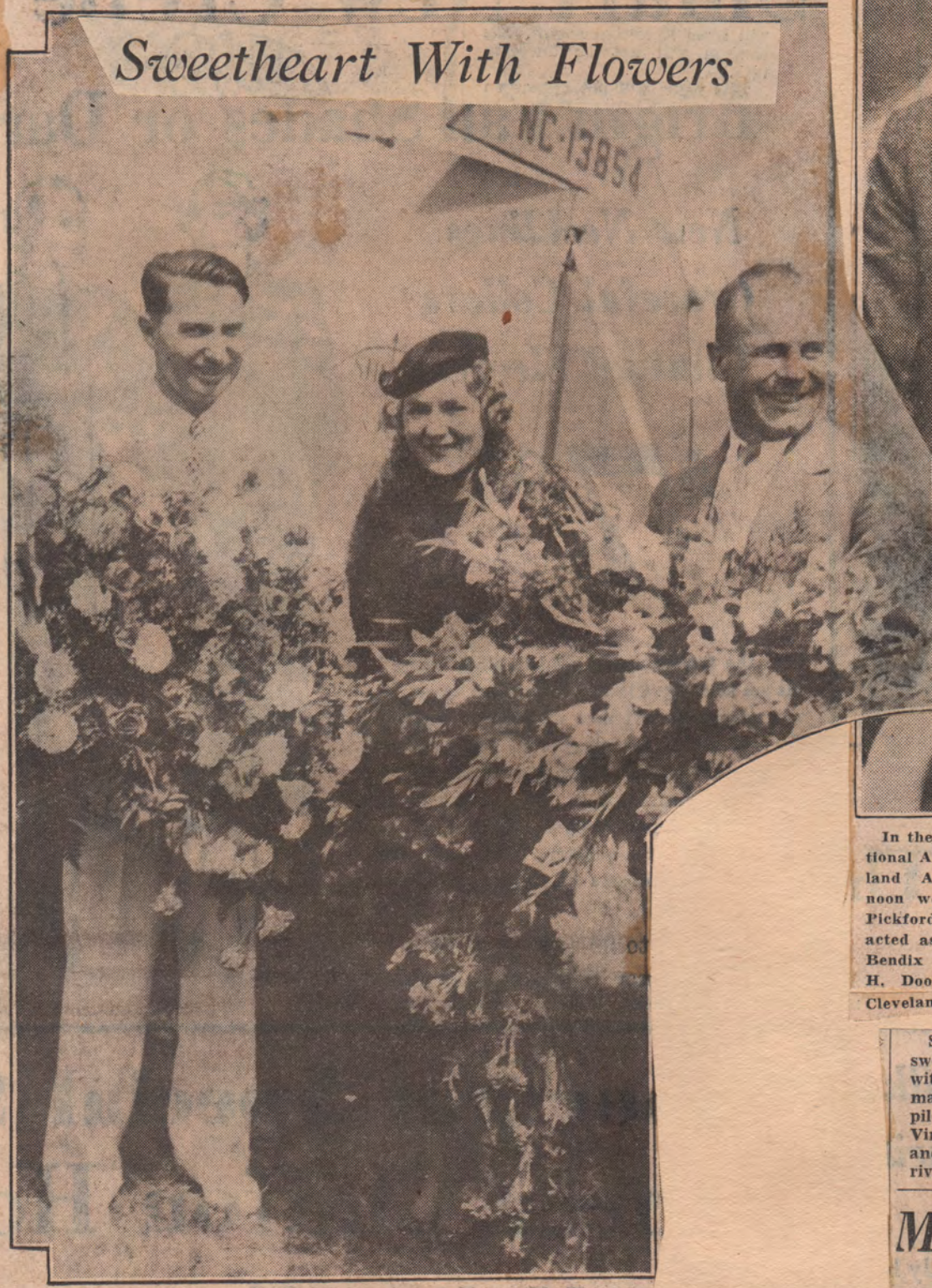


He was too far away to get his name but here's what he does for a living.



Air Race Fans Swamp America's

Sweetheart With Flowers



In the spotlight as the 1934 National Air Races opened at Cleveland Airport yesterday afternoon were: (upper left) Mary Pickford, screen actress, who acted as honorary judge for the Bendix Derby, and Maj. James H. Doolittle, who flew her to Cleveland from Chicago; (upper right) Vincent Bendix, sponsor of the transcontinental dash; H. L. Sharlock and Jimmy Haizlipp, noted flyer. Below is Doug Davis, first flyer to arrive in the Bendix race from Los Angeles.

Swamped in flowers from fans who still remember her as America's sweetheart, Mary Pickford graced the opening of the Air Races today with her smiles. She is shown at the upper left with Cliff Henderson, manager of the races (left), and Jimmy Doolittle, famous flyer who piloted Miss Pickford here from the coast. At the upper right are seen Vincent Bendix, sponsor of the transcontinental dash; H. L. Sharlock and Jimmy Haizlipp, noted flyer. Below is Doug Davis, first flyer to arrive in the Bendix race from Los Angeles.

Mary Pickford Awards Air Prizes, Silent on Doug

By HELEN DRISCOLL

Mary Pickford, smiling her refusal to talk about the possibility of reconciliation with Douglas Fairbanks, landed at the Airport at 2 p. m. to award the Bendix Trophy to the winner of the transcontinental race.

Miss Pickford was piloted by Jimmy Doolittle.

With a large silence...

Throng Hails Mary Pickford's Arrival at Air Races



TROPHY WINNER. Lee Miles shown after having received the award for scoring the most points in the three heats of the Louis William Greve trophy air race yesterday.



LEE MILES, who won both of the pylon races at the airport yesterday. His winning speeds were 201 and 206 miles per hour. His winnings totaled \$1,395.

Wide World Photo.

Crowd Again Smashes Air Races Attendance Record—

ER

TUESDAY, SEPTEMBER 4, 1934

—Roscoe Turner Wins Thompson Trophy

Thompson Trophy Race Target for Human Bullets Today



TROPHY WINNER. Col. Roscoe C. Turner (right), winner of the Thompson Trophy Race, receiving the Thompson trophy from F. G. Crawford of Thompson Products, Inc.

Wide World Photo.



Plane Aces to Fight For Speed Honors In Air Race Finale

BY HOWARD BEAUFAIT

MUNICIPAL AIRPORT—The gun cracks at 5:45 p. m. today on the fifth renewal of the Thompson Trophy race, as stiff a test of engines, struts and nerves as man has devised.

One hundred miles at 300 miles an hour . . . heat, fumes

Thompson Race Qualifiers

PILOT	SHIP	NO.	QUALIFYING SPEED
Doug Davis	Wedell-Williams	44	246.1
John Worthern	Wedell-Williams	45	302
Roscoe Turner	Wedell-Williams	57	to qualify
Lee Miles	Miles-Atwood Special	6	233.4
Roy Minor	Brown Special	33	243.1
Art Chester	Chester Special	15	229.1
Harold Neuman	Howard Racer	38	239.6
Roger Don Rae	Keith Rider	131	253.3
S. J. Wittman	Wittman Special	111	to qualify

and grinding vibration . . . 12 times around the 8 1-3-mile course. . . up to a pylon, flip your ship around, find the next one, straighten her out and level off.

Repeat this 48 times, stay clear of pylons, ground, engine trouble, structural failure and other planes, and the race is over. Men don't grow any younger while flying this race. Some of them die.

Seven men had qualified this morning for the race, which climaxes the National Air Races in gasoline, smoke and glory.

No one will know until the last minute how many planes will start. Others will qualify, and some will drop out. Mechanics are still laboring hard to get some of the ships in shape to start.

\$10,000 in Prizes

To the winners will go \$10,000 in cash and the trophy created by the late Charles H. Thompson of Cleveland to promote wide competition in high speed flying.

It is expected that a bigger crowd than yesterday will be on hand to witness the Thompson Trophy race. Deputy Police Inspector Costello estimated 75,000 to 76,000 seated and a total of 130,000 seated and standing inside the field. It was the biggest air race crowd of local history by 30 per cent. More than 14,500 automobiles were on the grounds.

In anticipation of the increased attendance, air race officials will enlarge the seating capacity by 20,000. Park benches and seats and chairs from public hall and the municipal stadium will be used.

John Worthern, red-headed and 25, who hails from Pine Bluff, Ark., New Orleans and Patterson, La., and Roscoe Turner, holder of the transcontinental record, were favorites to win.

Worthern is a new star risen to fame in this year's national races. The multitude gasped yesterday when he streaked his blood-red low-wing monoplane down wind at 325 miles an hour, as he qualified for the Thompson. It was the fastest lap known to have been flown by a landplane. His average, however, was 302 m.p.h.

The ship of S. J. Wittman of

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DAVIS, ACE OF AIR

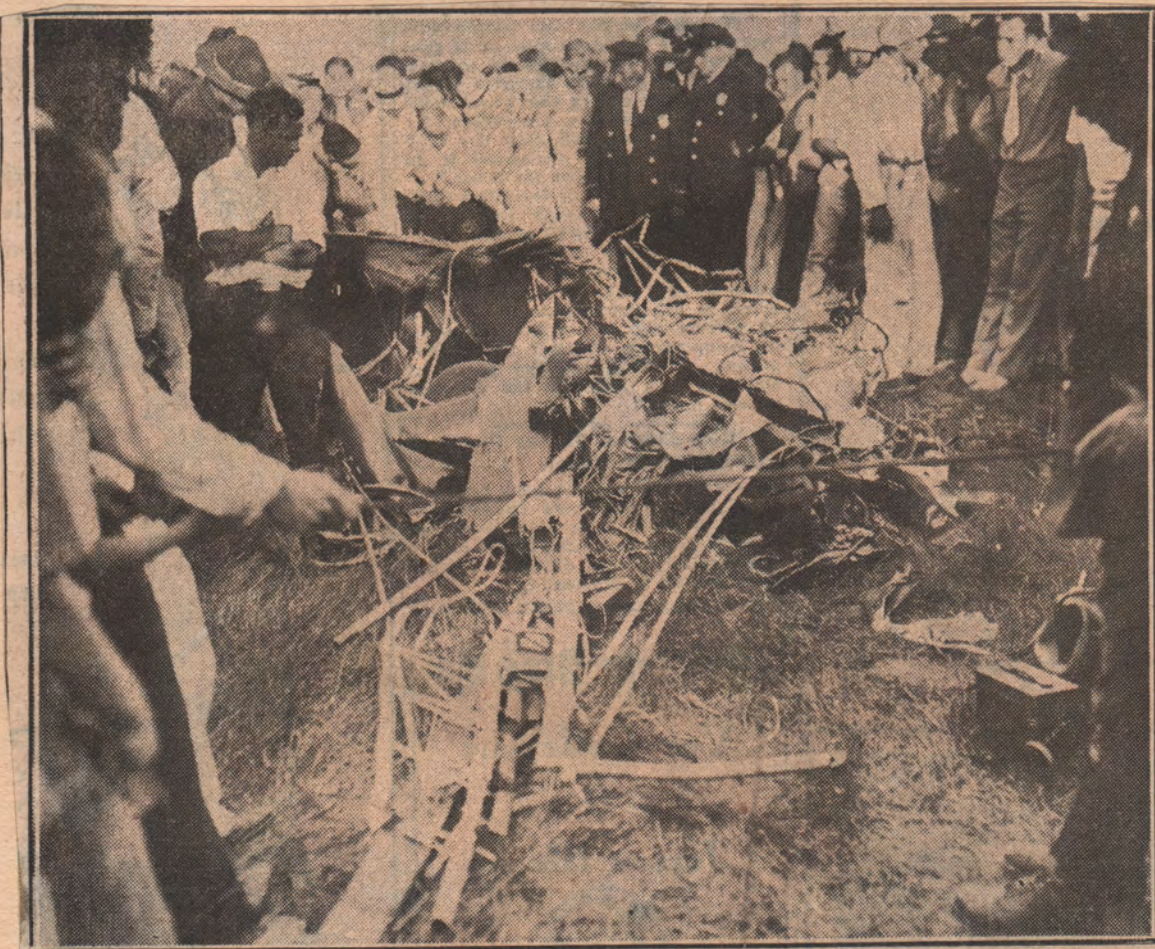
MEET KILLED IN CRASH

AS 100,000 SEE

TROPHY

RACE

Winner of Air Victories and Wreck That Ended Career



Douglas Davis (right), winner of the Bendix Derby and holder of a new landplane speed record, was killed yesterday afternoon when his plane crashed in the eighth lap of the Thompson trophy race, which he was leading

at the time. The wreckage of Davis' plane is shown as it lay in a field near Lorain Road in North Olmsted. The picture indicates how souvenir hunters stripped the wreck to a steel skeleton.

800 H. P. PLANE REARS, LEADING FIELD OF 8, SMASHES NEAR PYLON

Fans Gasp at Announcer's Report of Accident and Are Happy at First Story Flyer Saved Life in Parachute; Cheer When Turner Flashes Over Line as Victor and Learn of Atlantan's Death Hour Later; Crowd From Autos Fights for Souvenirs; Davis Had Expressed Fear Course Was Too Short for Safety, Mates Say.

BY JAMES D. HARTSHORNE.

Douglas Davis, winner of the 1934 Bendix Derby and holder of a new unofficial landplane speed record of 306 miles an hour, crashed to his death yesterday afternoon at 5:30 in the eighth lap of the Thompson trophy race while leading the field of eight planes at record-breaking speed.

Davis' death shocked the tremendous Labor Day race attendance of 100,000 persons at Cleveland Airport. They did not see the accident, which happened back of the stands, but listened in horrified silence as the race announcer described the tragedy from his vantage point on top of the Administration Building.

"Davis is out of the race! He is going to crash," came the sudden startling announcement. "His plane shot straight up in the air and then went into a spin and disappeared behind the trees. I did not see Davis get out."

Two minutes later the announcer said word had been received that Davis had managed to jump and that his parachute had opened at 75 feet, saving his life.

Buoyed by the false hope that Davis had escaped by jumping from his swift racer as it fell in a tight spin, the crowd gave a tremendous cheer when Roscoe C. Turner flashed across the finish line to win the race and \$4,500 at a speed of 248 miles an hour.

Death Known at 7.

It was not until after 7 p. m., an hour after the end of the race, that an official announcement was made over the public address system that Davis had lost his life. With a spontaneous movement the spectators bared their heads and stood in silent tribute to the daring southern boy who had flown his last race.

Davis' plane struck with a terrific crash in the hard clay field of a farm near Lorain Road and Gessner Road in North Olmsted Village, four miles from the airport.

He had cut inside the No. 2 pylon of the Thompson course at that point and had turned sharply to recircle the pylon to avoid disqualification.

His black and red monoplane and its 800-horse power engine reared straight up toward the sky. Then it nosed sharply earthward, spinning in a tight circle, and crashed to wreckage on the hard clay ground. Davis was instantly killed. He had no opportunity to use his parachute.

In Lead at Crash.

When he crashed Davis was leading the race by an eighth of a mile and was speeding at approximately 253 miles an hour. He appeared certain to complete the four remaining laps without losing his lead and to become the first flyer ever to win both the Bendix and Thompson trophies in the same meet.

When several thousand of the estimated 100,000 persons who were watching the race from vantage points outside the airport reached the scene they found Davis' parachute still strapped to his mangled body.

His head rested on a seat cushion which apparently had been catapulted out of the plane just ahead of his body. In one hand was clutched a packet of air mail letters which evidently had been given to him by collectors, who wanted souvenirs of the Thompson race.

The North Olmsted fire and police departments reached the scene quickly despite the condition of Lorain Road, which was jammed with the automobiles of those who had seen Davis fall and were trying to reach the scene.

Crowd Tears Wreck.

The police had trouble restraining the curious who were determined to tear the wreckage apart in a frantic grab for souvenirs even before the body had been removed.

Davis had a premonition of his death two days before the race.

"The course is too short," he said then. "I've half a notion not to enter at all. I think the course should be lengthened to at least ten miles. Someone's going to get killed."

The course had been lengthened from the original five miles to eight and one-third miles after many protests had been made that there was too great danger of the swift planes bunching at the pylons.

At the pilots' meeting that preceded the race there was no criticism of the length of the course. The Thompson pilots at that time,

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Thousands Claw at Wreck and Body for Souvenirs

BY BENJAMIN COHN.

A fighting, clawing holiday-bent crowd of 3,500 persons yesterday milled around a five-acre patch of bramble and briar where the broken body of Douglas Davis lay, seeking souvenirs.

A few minutes after the plane crashed four miles northwest of Cleveland Airport on the farm of Wilbur Gessner, these morbidly curious poured through the brambles in such numbers that all movement to and from the scene of the tragedy was impossible. It was 25 minutes before an ambulance dispatched from the airport could work its way to the body.

But it didn't make any difference, because Davis was killed instantly. The body, clad in overalls and a parachute, lay a few feet in front of the plane, mangled beyond recognition. An arm in the wreckage clutched a package of air mail letters. Phil Henderson, assistant general manager of the races, first official to arrive, reached into the debris and took possession of the letters.

Throwing a cordon around the wreck, 40 policemen, national guardsmen and civilians attempted to keep the crowd back, but it was no use. A score of men and women wormed their way underneath the circle of clasped hands and snatched bits of metal and fabric. A 24-year-old mother who managed to pull a brass button from the victim's overalls sold it on the spot for \$5. Not bad for a few minutes' work, she said as she placed the bill in a pocket.

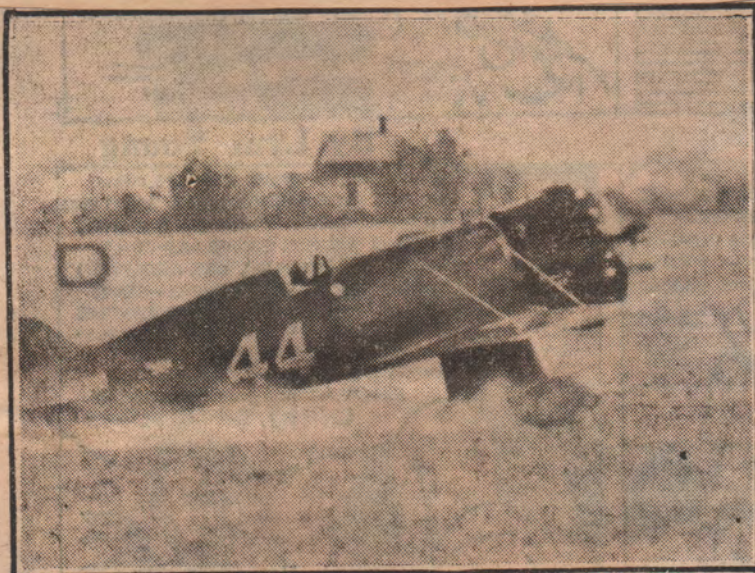
This reporter, who tried to help police keep the vandals back, had his coat torn in several places and his shirt collar ripped.

"We have just as much right here as you have," one man snapped at a civilian who was helping to keep the crowd back. "Why should you have all the fun?"

E. M. Christman, who has a farm adjacent to the path where Davis crashed, gave the following version of the tragedy:

"We were standing in front of our places and watched Davis approach swiftly from the east. As he passed the pylon which is a half mile north of our home I remarked

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DOUG DAVIS taking off in the Thompson trophy race yesterday. He was killed a few minutes later when his plane crashed near the airport.

AERONAUTICS

At Cleveland

By the time the 14th annual National Air Races were over at Cleveland last week, most observers had decided that U. S. aviation's No. 1 spectacle was not what it used to be. There were the usual stunts, and a record Labor Day crowd of 55,000. But this year's show, compressed into four days instead of ten, was only a few cuts above the Memorial Day Sweepstakes at Indianapolis. Biggest disappointment was the fourth annual Bendix Trophy Race.

Bendix. Major figure of last year's races was gaudy, swashbuckling Roscoe Turner, who won the Bendix Trophy hands down. Strong favorite to win this year's Bendix, Colonel Turner (California National Guard) was scratched 15 minutes before the start by a leaky fuel tank. Three pilots were left in the race. Flying the famed red-and-black Wedell-Williams "44," a drawling Atlantan named Douglas Davis took off from Burbank before dawn without breakfast. Headwinds, rain and fog cut his speed to 212 m. p. h., brought him to Cleveland an hour behind the course record but in plenty of time to win the \$4,500 first prize and receive the Bendix Trophy from Cinemactress Mary Pickford. Said he, grinning: "I guess I'll be able to eat now."

Consolation. Because Winner Davis failed to continue to New York for the extra \$2,500, which would have been his had he broken the coast-to-coast record, Manufacturer Vincent Bendix dangled before Col. Turner a \$3,500 "consolation prize" if he beat his own record. Last year Col. Turner crossed the U. S. in 10 hr. 4 min. 55 sec. behind a 600-h. p. Wasp Sr. This year in his dull-gold Wedell-Williams racer he had a 1,000-h. p. supercharged Hornet which he hoped would carry him from coast to coast in 9 hours or less.

Like Germany's Hermann Wilhelm Göring, Roscoe Turner is partial to fancy uniforms. Last week he wore a red-and-gold helmet, sky-blue tunic, fawn-colored breeches, Sam Browne belt, riding boots. From Burbank he reached Cleveland in a pouring rain, three minutes behind his 1933 time. The crowd cheered, sirens screamed, Col. Turner cursed. Eight minutes later he headed east again,

"poured on the coal," streaked to New York at half the speed of a high-powered rifle bullet, covered the 418 mi. in 1 hr. 24 min., broke his own transcontinental record by 2 min. 4 sec.

That night the National Aeronautical Association held a special meeting, made the new record (10 hr. 2 min. 51 sec.) official by waiving a rule that old records



Acme

THE LATE "DOUG" DAVIS
... won once, lost forever.

must be exceeded by at least five minutes.

Thompson. There is only one living ex-President, and, up to last week, there was only one man living who had won a Thompson Trophy Race—Jimmy Doolittle who retired from competition after winning the 1932 race at a record speed of 252.686 m. p. h. He sat on the sidelines last week to watch others risk their necks in the No. 1 speed event.

The Thompson Trophy, made of gold and silver, is worth \$10,000. This year's cash purse was raised from \$5,000 to \$10,000 fortnight ago. "Doug" Davis took the lead on the first lap of the 12-lap 100-mi. course, held it for the next seven. On the eighth he cut inside a pylon, pulled up sharply, fell off in a spin, crashed with a thud heard in the stands two miles away. Physicians said they had never seen a body

so badly mangled. Winner of the Thompson Trophy was dashing Col. Turner, at an average speed of 248.129 m. p. h., far below the Doolittle record and the expectations of the crowd.

Rainmaker

In 1917 a small-town chemist-electrician named James A. Boze, trudging through the muck of French battlefields, concluded, like many another before him, that the almost constant rains were caused by the incessant explosion of heavy artillery shells. This summer's drought gave James A. Boze of Waxahachie, Tex. an idea. Obtaining damage waivers from the owners of some 27,000 parched acres south of Dallas, he hired a plane, flew over clouds, dropped high-explosive bombs into them. That day it rained in Waxahachie. Farmers thanked Nature, not Boze.

Next day the indefatigable rainmaker went up again, accompanied by Pilot Lou Foote, a newsreel photographer, a Dallas night-club entertainer. A bomb dropped from 15,000 ft. exploded prematurely, set off three other bombs inside the plane. With one side of the cabin blown out and flames eating their way through the cockpit, able Pilot Foote side-slipped coolly into a cotton field, saved himself and passengers. But next day pneumonia, brought on by burns, took James A. Boze.

Poor Man's Plane

Mass production of a small, safe, cheap (about \$700) plane has long been an obsession with Director Eugene Luther Vidal of the Bureau of Air Commerce of the Department of Commerce. Year ago he urged the idea upon manufacturers, found them cold. Last May he took matters into his own hands, asked for bids on 25 small, cheap, safe airplanes for use by the Government's aeronautical inspectors. Last week when the bids were opened in Washington, only one of the 16 submitted approached \$700. Safety Air Transportation of Indianapolis offered to build a metal stub-winged plane for \$750.

Astonishment at the low bid was dissipated by reports that it did not meet requirements, was not accompanied by a bond. From Indianapolis went word that Safety Air Transportation Co. was located in the Linden Hotel, that it was organized by Arthur Williams, a professional promoter who reputedly made half a million dollars in beer-taverns and night clubs.

The other bids, ranging from \$1,650 to \$6,670, made poor reading for Director Vidal. Only major manufacturer to bid was Curtiss-Wright Airplane Co.

Best Air Meet Ever, Says National Aeronautic Head



HIRAM BINGHAM.

Bingham Likes Cleveland Program; Commerce Officials Agree.

Former United States Senator Hiram Bingham of Connecticut, president of the National Aeronautic Association, has only praise for the 1934 National Air Races.

"It is without doubt the best national air meet ever held," he said yesterday. "Mr. (L. W.) Greve, the president of your organization, and Cliff Henderson are to be congratulated on the show they have prepared. Attendance today and the first two days of the races shows what the public thinks."

Eugene L. Vidal, director of the bureau of air commerce of the Department of Commerce, added his praise when he was introduced over the public address system. Visiting the races with Vidal were his assistant, J. Carroll Cone and John H. Giese of the bureau's development section.

Pointing is polite at races when the plane bearing Clem Sohn and Mile-High Wagner, the two delayed parachute drop racers, is climbing to the 10,000-foot jump-off point. Announcer Jack Story urges the fans to point the plane out to their neighbors, and the stands at once become a thicket of pointing arms.

The "razzle-dazzle" performed by the navy squadron of eighteen combat planes is one of the most distinctive formations put on by the service units. The navy's announcer is careful to tell the fans that the razzle-dazzle is not a military maneuver.

The roar that temporarily deafened spectators as the navy planes powered in front of the stands was from the metal propellers and not the motors, an announcer explained.

Children looking for lost parents and vice versa kept the announcer busy. All the separated families were finally reunited. Among the "lost and found" were James Soule, 4, of 13510 Woodworth Avenue, East Cleveland; William Carnall, 7, of 15205 Athens Avenue, Lakewood; Russell Simon, 6, of Beaver, Pa., and Richard Frantz, 3, of 2311 Stillman Road, Cleveland Heights.

EVERYTHING 'BEST' ON RACE PROGRAM

Events Click With Precision
Through Thrill-Filled
Hours.

