

ROWLAND FIRST OF 22 TO FINISH AIR DERBY; NAVY HAS SKY CIRCUS

**Kansan Believed Winner of
\$5,000 Race as He Crosses
Line at Mines Field.**

DAKE FEW SECONDS BEHIND

**Leader's Time Put at 26½
Hours for 3,200-Mile Jaunt—
Classes B and C at El Paso.**

160 PLANES "RAID" AIRPORT

**Huge Fighting Craft Charge Over
Field to Thrill Crowd—Seven Line
Up Here for Non-Stop Hop.**

From a Staff Correspondent of The New
York Times.

MINES FIELD, Los Angeles, Sept. 10.—A clean-lined Cessna monoplane appeared through the haze toward Long Beach at 2:32 o'clock this afternoon and three minutes later zoomed up across the finish line on Mines Field. The pilot, Earl Rowland, who had led most of the way across the country, waved to the cheering crowd, climbed into a banking turn and came in for a landing. He had been in the air 26 hours and 30 minutes by unofficial estimate since he took off from Roosevelt Field five days ago. Over mountain and prairie, across plain and desert and then up through a narrow pass in the last range of high hills his 110-horsepower Warner motor had carried him in the first division of the Transcontinental Derby.

As Rowland crossed the finish line, the sun glinting from his silvered wing, Robert Dake and Ted Taney of Pittsburgh in another Warner-motored monoplane, an American Moth, swooped low over the field and followed the Cessna over the line, only seconds behind. Dake's time was hurriedly figured by the officials as 27 hours and 15 minutes for the 3,200 miles between the two oceans.

"Remember, all the times are not yet checked; we don't know yet who won and we won't know for a day or two," said Dudley Steele, Chairman of the Contest Committee.

Rowland Expected to Win \$5,000.

In all likelihood, however, Rowland, the Wichita, Kan., pilot, flying the plane that is made in his home town, will be officially declared the winner of the \$5,000 first prize, in addition to lap prizes and other trophies he has picked up from city to city across the country.

Among the other prizes for the Class A fliers are \$2,500 for second place, \$1,000 for third and lesser amounts for those in fourth, fifth and sixth, besides special lap prizes given by the various control cities at which the racers stopped.

Close behind Rowland and Dake was Tex Rankin, "The Flying Cowboy" and head of his own flying school at Portland, Ore. Rankin defied the conventional superstitions. He carried a black kitten for a mascot, which abandoned him on the way across, he could not remember just where, and the race No. 13 on the side of his Waco biplane. W. H. Emery Jr. of Bradford, Pa., in a Warner-motored Travelair biplane, was close behind Rankin. Then came Theodore W. Kenyon of Boston in a Challenger biplane and Eugene J. Detmer of Tarrytown, N. Y., in a Curtiss-powered Travelair.

Flying Time Awaits Check-Up.

As with the winner, the order in which the fliers finished is no indication of what place will be finally awarded to them by the race officials. The records have come in, some by wire and some by mail from the seventeen control stations touched by the fliers on their trip across the Continent.

The times the fliers landed and took off this morning at the last stop, San Diego, about 110 miles from Mines Field, had not been checked up by the race officials late tonight.

The pilots, many of them veterans of last year's race from Roosevelt Field to Spokane, said for the most

Continued on Page Seventeen.

The New York Times

Published: September 11, 1928

Copyright © The New York Times

ROWLAND FIRST OF 22 TO FINISH AIR DERBY

Continued from Page 1, Column 3.

part that they had enjoyed good weather for their long flight. There were some low clouds over the Alleghenies and rain before they reached Columbus, but not enough to bother any of them.

They seemed to think little of the feat of pushing a low-powered plane across the Rockies and deserts, although some of them were plenty close enough to the highest ridges before they got over them. The fact that they had crossed hundreds of miles of desert under a sun that sent the thermometer to 110 or more degrees, where a forced landing would have been anything but pleasant, didn't appear to be worth mentioning.

Found His Troubles on Ground.

"The flying was nothing," Rankin said. "It was when we stopped that my troubles began. It was sort of like a prizefight. Between rounds you spent all your time rubbing down your plane, greasing and oiling, tightening and patching for another round."

As one after another of the twenty-two ships came in for landings they lined their planes in a double row before the stands. The fliers climbed out and were met by Mr. Steele and Edward P. Warner, Assistant Secretary of the Navy in Charge of Aeronautics.

Mr. Warner spoke to each flier and his mechanic when he had carried one. He told them that their feat had demonstrated the progress being made in this country in the building of small planes and low-powered motors.

The fliers certainly looked as if they had been on active duty for many days. No two were dressed alike, save for goggles and helmets, and these were of many colors. Rankin wore a pair of overalls which probably had been white at one time. His was an open cockpit ship, and oil, smoke and exhaust fumes had been blowing back on him for 3,200 miles. Rowland, wearing khaki shirt and riding breeches, rode in an enclosed cabin. He didn't even have his hair mussed up.

Dake topped off his bearskin jacket with a brown leather helmet, beneath which appeared a mustache that had not been trimmed for some time.

Order of Other Arrivals.

Besides those already mentioned the fliers finished in the following order:

Louis Derryberry, Abilene, Texas, Travel Air.

George Zinn Jr. and George Hand, Trenton, N. J., Challenger.

James S. Charles, Richmond, Va., Eagle Rock.

George W. Hopkins, Detroit, Stinson Jr.

S. L. Wittman, Byron, Wis., Pheasant.

Albert C. Carl and A. K. Owen, Reading, Pa., Pitcairn.

Arthur J. Killips, Chicago, Waco.

A. H. Kreider, Kreider-Reisner.

George W. Brill, Travel Air.

Alfred H. Stanley and Ralph Haines, Elmira, N. Y., Waco.

Warren B. Smith, Fords, N. J., Swallow.

John E. Carberry, De Haviland Moth.

Stuart Chadwick and William B. Harding, Red Bank, N. J., Waco.

Sidney A. Riley, Irvington, N. J., Travel Air.

Samuel H. Turner, Alexandria, Va., Berliner.

Don S. Phillips, Seattle, Challenger.

Among the thousands who came to Mines Field to await the transcontinental racers today was Colonel Charles A. Lindbergh, who has been spending several weeks on the coast in connection with his work for the Transcontinental Air Transport Company. Colonel Lindbergh, flying his

Ryan brougham, flew up from Santa Barbara this morning. He was met by Cliff Henderson, Chairman of the Committee of Arrangements for the races, and Dudley Steele. There were only a few persons in the stands when he landed, and these did not learn of his arrival until after he had been escorted to a box in the judges' stand. He took his place in time to witness a spectacular massed formation flight in which 160 planes from the aircraft carriers Lexington, Saratoga and Langley and the battle fleet lying off San Diego took part.

Huge Craft in Air Armada.

It was the greatest spectacle of the races to date which, by the way, have been dominated by the service fliers rather than commercial pilots, except for the finish of the transcontinental. Fourteen squadrons of navy planes took part. The first off were fifteen Martin bombers, the ships of the Second Torpedo Squadron, equipped with two machine guns each and able to carry a ton apiece of high explosive bombs. Another group of torpedo planes followed and formed a triangular pattern close behind.

Next, four scouting squadrons took the air, Vought Corsairs, built in Long Island City for fast work from the decks of the aircraft carriers and battleships; then three squadrons of observers, followed by three fighting squadrons of Boeings, tiny ships equipped with two machine guns each and capable of 170 miles an hour. Two squadrons of fifteen planes each of light bombers completed the list for the navy.

This air armada, flying in ranks and Vs, able to carry a bomb load large enough to annihilate a city, flew inland over Los Angeles and Pasadena and in a wide curve back to the Coast and in over the field. The fighters and scouts climbed to 5,000 feet and as they came in to the field they dove straight down at their larger comrades, increasing their speed to more than three miles a minute as they reached the bottom of their dive. As they came in they banked toward the circle in the center of the field, and scarcely had they crossed it when another group of thirty planes swooped down and crossed their path over the circle at right angles. Coming from all points of the compass the Navy planes charged, demonstrating to the lay eye at least what would happen to an enemy dreadnaught under such a massed attack.

Following the Navy performance, the Army had its turn in which the crack First Pursuit Group from Selfridge Field, Mich., the Ninety-first Observation Squadron, Crissy Field, San Francisco, and a group of attack Falcons from Fort Crockett took part.

Tomorrow there will be the usual spectacular flying by the service planes and one race, a fifty-mile event limited to United States Marine Corps Falcons. Wednesday the Class B transcontinental planes are expected.

Rowland Long a "Flying Fan."

WICHITA, Kan., Sept. 10 (AP).—Earl Rowland, unofficially declared the winner of the Class A transcontinental air derby today, has varied his aviation experience from study of the radio and engineering phases of aeronautics to political campaigning in an airplane over the State of Arkansas.

Rowland modestly did not hazard a prediction that he would win the race, but had a tacit understanding with the Cessna factory here, where he is employed, that he would do his best to push his Cessna A monoplane over the finish line in first place.

Rowland flies because he loves to fly. He left a good job in one airplane manufacturing company here recently, with all good feelings, because he could get a "flying job" with Cessna.

Rejected when he applied for a place in the Army Air Service several years ago, Rowland went to Chicago to study the technical side of aviation, especially engineering and radio. Upon completing his course he purchased a plane and went to

Little Rock, Ark., as a free lance commercial aviator.

Rowland is 30 years old and unmarried. His mother, Mrs. Betty Rowland, and sister, Mrs. C. J. Graves, live in Wichita.