

# ROUND-THE-RIM PLANE LANDS AT PRESIDIO FIELD

## Martin Bomber Mapping U.S. Air Mail Paths, Circles Over San Francisco

### SOARS AROUND RAINIER

## Hartz Praises Local Grounds as One of World's Best Aero Depot Sites

After circling over San Francisco during the noon hour when the downtown streets were crowded with pedestrians, the Martin bomber, in command of Lieutenant-Colonel R. S. Hartz, U. S. air service, which is making a round-the-rim of the United States flight, landed at the aero field at the Presidio shortly after 1 o'clock yesterday.

The morning's flight was made from Sacramento, the plane taking off from Mather field, where the crew had passed the night after coming down the Pacific Coast from Portland and Seattle. The flight from Sacramento was without incident, Colonel Hartz said shortly after his arrival at the Hotel St. Francis, where he was met by Mrs. Hartz, who had come up from San Diego to meet him.

#### LANDING MADE SAFELY

The landing yesterday was made safely on the Presidio field and the machine, which has met with only serious accident on its long journey, was immediately run into the hangar.

After a short rest, the crew began tuning it up for the resumption of the journey to Los Angeles and thence to San Diego.

The start was made from Washington July 24. The crew was then composed of Lieutenant-Colonel Hartz, commanding officer; Lieutenant E. E. Harmon, chief pilot; Lieutenant L. A. Smith, relief pilot, and the two mechanics, Master Signal Engineers Jack Harding and Jerry Dobias. At Milwaukee Lieutenant Smith was compelled to leave the crew and return to Washington, so only the other four came on to San Francisco.

#### CIRCLES MOUNT RAINIER

On reaching the Pacific Slope the bomber won the distinction of being the first airplane to circle Mount Rainier. This was done at an altitude of 8200 feet. Later the machine also made a three-quarters circle of Mount Shasta at a height of 13000 feet.

Colonel Hartz said that this trip is the preliminary to preparations by the War Department for the circling of the world by a Martin bomber. This around-the-world flight will be attempted early, Colonel Hartz added. The present flight also is the preliminary, he said, to the establishment of aerial mail routes to all parts of the United States, the first probably being along the route which he and his crew are mapping.

He said:

"San Francisco has one of the best landing and flying fields in the world out there at the old Exposition grounds. All that it requires is a bit of grading.

#### LANDING WINS PRAISE

"It should become the great starting and landing point for the future transpacific passenger and mail air liners that are sure to come. It lies entirely within the power of San Francisco to say whether it shall be the main airport in the West.

"The city that takes the most interest and the initiative will undoubtedly be selected.

"It will not be long before all the cities in the country will be yelling their heads off to be included in the aerial mail routes and it will be entirely up to them whether they are included or not. They must furnish the landing fields because the Government will not be able to do so.

"This trip that we are making will have far-reaching results. We have been flying over country never flown over before for the purpose of locating landing fields. We

CIRCLING HIGH OVER THE BUSY DOWNTOWN SECTION OF SAN FRANCISCO, the Martin Bomber yesterday completed its first half of the round-the-rim aero journey. Other pictures show Lieutenant-Colonel R. S. Hartz and the crew.



have traversed the Maine winds, all the watersheds, the bad lands of the Dakotas, all high mountains, and we will fly over the deserts of the West as well as the swamps of Louisiana and the everglades of Florida.

"All this we are mapping a complete circuit of the country. The landing fields we are locating and photographing will become the division points of the future air routes. They will be the points where the pilots may refit, refill their gas tanks and obtain other supplies, and where the through mails will be relayed."

The Martin Bomber with its original crew of five left Washington July 24. It was wrecked near Cleveland, July 26, and was refitted at a cost of \$8000. Since then it has met with no serious accidents. The machine is a biplane

equipped with two Liberty motors developing 872 horse-power. These give a speed of 113 miles an hour. The wingspread is seventy-one feet, four of forty-six feet, eight inches.

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