

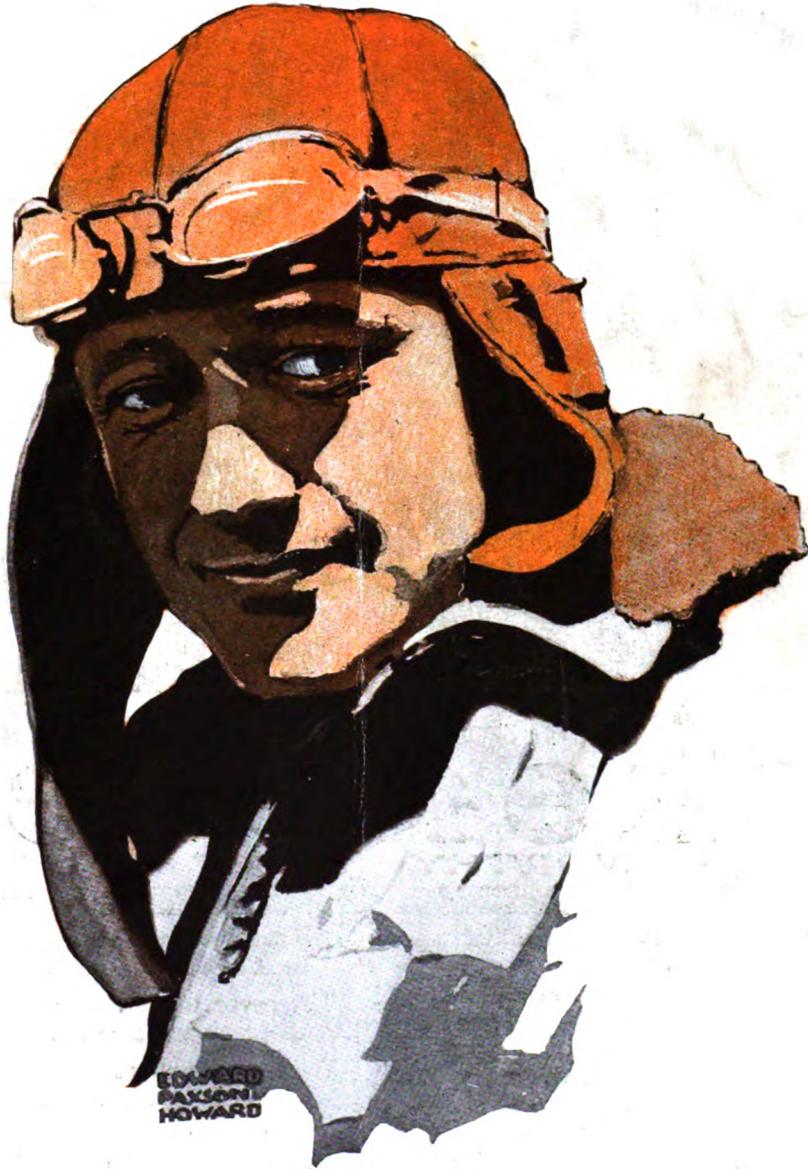
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# AIR SERVICES

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**LIEUT. LOWELL H. SMITH**  
Commander Round-the-World Flight

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# U. S. AIR SERVICES



VOLUME IX

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*Authors are responsible for the context of their articles*

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# The End of the Journey

By Major-General Mason M. Patrick

**W**HEN the World Flight landed in Seattle recently, the most conspicuous aviation undertaking since the War came to a brilliant close. The Flight is ended. There remains only to chronicle properly this remarkable exploit and to draw from it the lessons it has taught. The success of this Flight depended upon three things: The personnel, the airplanes, and the organization back of them to do the detailed planning with all which this entailed and to care for the distribution of supplies so that at no point should there be anything wanting.

With any one of these lacking this Flight would have been impossible. The personnel of this expedition consisted of pilots and mechanics. In the Army Air Service there was no dearth of either. In fact, the final choice was made more difficult by the large number available. All events transpiring since the Flight left Seattle have proved that those selected were well qualified for the work required of them. This little group, whose names have been on every tongue and are familiar to nearly every man, woman and child in the country, has carried out its dangerous mission, brought it to a triumphant end, and is unspoiled by its successful accomplishment.

When the idea of circling the globe by air was first conceived, it was at once realized that we must have a suitable plane, one designed for the unusual requirements which would be demanded of it. The recital of a few of the many characteristics which the "World Cruiser" must possess will serve to illustrate the task confronting its designers and engineers. It must be capable of landing both on land and water; it must have a long cruising radius, particularly for crossing the Pacific and Atlantic Oceans, and other parts of the route where supply bases were widely separated by geographic barriers; it must be sturdily and staunchly built to withstand the rigors of all climates and the strain of more than 26,000 miles of continuous air passage. The type selected met well these requirements. Those who viewed these planes when they landed at Seattle at the end of the journey were surprised at their excellent condition.

More depended on the planes than is generally understood. In past exploration and discovery the result was largely dependent on the personnel. Early explorers, when one mode of travel failed, seized another method of transport and pushed on, the final result depending upon the resourcefulness, stamina, and courage of the individual adventurer. In this Flight, however, the planes were the only vehicles which could be employed and unless they could stand the strains to which they were subjected the task given the pilots could not have been completed.

But even with such excellent personnel and equipment this circumterrestrial journey through the air was an impossibility without an adequate, efficient organization behind them. All too frequently we overlook these men "behind the scenes"—they who plan and work without any hope or desire for personal recognition or glory that others may succeed. Upon them fell the burden of selecting the planes, securing the cooperation of other bureaus and departments of our own Government and of all the foreign nations whose realms were traversed; selecting the route, establishing the landing places, and shipping the supplies to all the odd corners of the earth where our Flight was forced to stop. In short, this little group was the General Staff, the Signal Corps, the Quartermaster Corps and the Air Service Supply Division for this mite of an army which was sent around the world; and yet I doubt if a score of men in or out of the Service could recite their names. However, I know them and give them great credit for the admirable manner in which they performed their task. They began work long before the Flight started, they will be at it long after the Flight is ended. But they have worked with a purpose and their work has been well done.

This outlines the method of accomplishing one of the most important single military missions since the War. A few words may not be amiss as to the influence of this Flight. It has taught a number of worth while lessons. From a military standpoint, this Flight has shown that no distances or no difficulties are great enough to make any country immune from attack by aircraft. On the other hand, this same Flight has shown how communication between the nations of the World can be improved, how parts of the earth otherwise almost inaccessible or without sufficient means of transportation and communication can be brought nearer, thus enabling men and nations to know each other better, so that aircraft, while potent engines of war, may likewise go far toward bringing about the much desired era of universal peace.

# U. S. AIR SERVICES



## World Circled First Time by Air

United States Army Flyers Acclaimed as Heroes at Every Stop on Last Leg of Immortal Achievement

**T**HE first circumnavigation of the globe by air was virtually completed when the flyers arrived at Ice Tickle, Labrador, at 1:18 p. m., August 31, 1924, after having made the 572 miles over water from Ivigtut, Greenland, in 6 hours, 49 minutes, without mishap. Although fog is the customary scenic embellishment for that arm of the Atlantic separating Greenland from Labrador, on the day chosen by the aviators for their flight across it the atmospheric conditions were almost ideal.

Going to the *Richmond* in Admiral Magruder's barge, the aviators encountered a battery of newspaper men and photographers not unlike the groups that have endeared themselves to the Prince of Wales, and, with a patience and good fellowship which in turn endeared them to the news gatherers, they submitted to the usual festivities, including the desire of special correspondents to ascertain what the flyers thought of America. The crew of the flagship were called to quarters to receive the travelers; later all hands assembled on deck while Admiral Magruder read to Lieuts. Smith, Nelson, Arnold and Harding the message from President Coolidge printed on this page.

As though it were not enough for the four men to have reached safely the North American Continent after a series of adventures over more than five months which will be studied by countless

FLIGHT AN "INSPIRATION," WRITES  
PRESIDENT COOLIDGE

**P**RESIDENT COOLIDGE in a congratulatory message to the American world flyers, delivered to them on August 31, on their arrival at Ice Tickle, Labrador, said their "return to North American soil following circumnavigation of the earth by air is an inspiration to the whole nation."

"Your history-making flight," continued the President, "has been followed with absorbing interest by the people everywhere and you will be welcomed back to the United States with an eagerness and enthusiasm that I am sure will compensate for the hardship you have undergone. Your countrymen are proud of you. Your branch of the service realizes the honor you have won for it. My congratulations and heartiest good wishes to you at this hour of your landing."

generations yet unborn, it developed some time after the arrival of the flyers that Arnold had saved the day by turning himself into a machine.

When to Labrador was still a long, long trail, Arnold, in the *Chicago*, had noticed that the motor was failing because the pump had broken down. The situation suggested a forced landing, and half way between Greenland and Labrador is a dismal spot to stop a flight around

the world to tinker with a neurotic pump which may develop a split personality at any moment and alienists fifteen hundred miles away. So for four hours of sixty minutes each Arnold chaperoned the piston back and forth, two strokes to the minute. He says it was nothing at all, because after the first hour there was no pain in his shoulder, he says, as it and the other affected parts, he says, had become numb and insensible to pain. It being nothing, we shall say no more about it here.

**D**ISREGARDING an ominous weather report and plunging into a head wind, the flyers completed the first leg of their southward journey at Hawke's Bay, N. F., at 6:28 p. m., local time Tuesday, September 2. They made the 310-mile trip from Ice Tickle, Labrador, through rain, fog and wind, in 5 hours, 33 minutes. The weather cleared as evening approached, with the sea calmer and the wind dying down.

Darkness was closing in as the flyers came out of a heavy rampart of clouds moving up the coast. They flew low, side by side, circled the inlet and found the haven. Both Smith and Nelson were fatigued by the long battle against the elements.

The next jump was from Hawke's Bay, N. F., to Pictou Harbor, N. S., 455 miles to the Canadian mainland, and four American airmen who had winged their way out of the north at 11:12 a. m., September 3 settled on the pleasant waters of Pictou Harbor at 5:48 o'clock, Atlantic time, that afternoon. The sun burst through a bank of sullen clouds just as the pontoons of the flagship *Chicago* touched the water. C. B. Allen, special correspondent of the *New York World*, flew in a Canadian flying boat far out over the Gulf of St. Lawrence where he picked up the Americans and re-

turned with them to Pictou Harbor, greeting them from the first flying boat to welcome them home.

For two and a half hours the lone air escort had patrolled the gray waste between Prince Edward Island and Cape Breton, awaiting the Americans, and not knowing whether accident or adverse weather had detained them. Then, far down the horizon near the Nova Scotia mainland, two tiny specks appeared. Presently the long narrow pontoons of the *Chicago* and *New Orleans* and their gilded upper wings were visible, and then the struts and smaller details of the ships. The American planes soon overhauled their guide and

### General Patrick Welcomes Flyers Home

*Declaring that the United States never sent forth an expedition to accomplish a greater purpose, General Patrick, Chief of Air Service, speaking over the radio at Washington, D. C., the night of August 31, welcomed the World Flyers in Labrador. Lieuts. Smith, Wade, Nelson, Arnold, Harding and Ogden heard their Chief perfectly.*

"I AM unusually fortunate," said the General, "because while I am speaking to you so many of the American people can hear me and join in this message to you upon your arrival on the North American continent. I know that we have all followed you hourly on your flight around the world. We have been with you in spirit through the regions near the Arctic Circle, across the Pacific Ocean, down through the China Sea, over the Indian Ocean into the tropical climate of India, across the Arabian Desert, and finally in your hazardous crossing of the North Atlantic.

"Not that we have ever doubted your successful completion of your mission. From the time when I handed you your orders, bade you Godspeed and you disappeared on the first flight of your long journey, not one day has passed when I was uncertain of the outcome; not one hour when I did not know that I should have the great pleasure of welcoming you home. And I can say that this confidence in you has been shared by all of our people.

"We are told in history that many of your predecessors in exploration and discovery have returned from their expeditions successful, but that their achievements have been disregarded or unrecognized by their own countrymen. You will find on your return a national determination that in this respect history shall not repeat itself. These United States never sent forth an expedition to accomplish a greater purpose. This country never demanded such a task of six of its sons; and how its accomplishment is viewed you will very soon learn.

"But there is one way in which we may well imitate the great explorers and discoverers of the past. Without exception these daring men at the end of their voyage or expedition always drew apart, knelt in prayer and thanked God for the privilege which had been bestowed upon them. All of us now, with bowed heads and humble hearts offer up our thanks to the Allwise Creator that this little band which we sent into the West has come to us safely out of the East, having been the first of all the generations of men to circumnavigate this terrestrial sphere by air. And so I welcome you and bid you good-night."

winged passed her. Their crews turned goggled eyes toward the flying boat as they passed and waved hands in greeting. Even at that distance, wrote Mr. Allen, their gestures seemed a mixture of weariness and good fellowship.

Pictou was a bedlam of bells and whistles and cheers. But the pilots and their companions, whose cruisers had roared above the lighthouse at Pictou inlet and on across the bay, could hear none of the demonstration in their favor: only the white plumes of steam and the flags flying briskly from every point of vantage in the town told them that they had been expected and that their arrival would be recorded in the office of the commissioner of deeds valuable. The wharves, usually deserted, were thronged with men and women who had traveled for miles to be within

hailing distance of these sturdy pioneers.

LIEUT. Leigh Wade and Lieut. H. H. Ogden joined the Round-the-World flight at Pictou with the machine which had been furnished by the War Department after their first ship had been lost near the Faroe Islands in the jump from the Orkneys to Iceland. The three world cruisers hopped off from Pictou Harbor, N. S., at 11:16 a. m., on September 5 and within a few hours were soaring over United States territory again. They had actually winged their way around the world. They were headed for Boston.

# Boston's Reception to World Flyers

ROBERT J. BROWN, JR.

First Lieutenant Army Air Service, Commanding Boston Air Port  
and Chairman World Flight Committee

**A**N EXPECTANT throng, 100,000 strong, inspired with enthusiasm at the feat of the six Army aviators in flying around the world, concentrated in Boston on the morning of September 6 from all over the New England States as well as from more remote localities to witness the history-making landing of the World Flyers in Boston Harbor. They wanted to pay homage to America's winged victors.

Boston had been expecting the World Flyers for many days and its interest in the historical event ran high. More than 50,000 men, women and children, had waited hours to take part in the great welcome. On the previous evening they had been turned away from the Boston Air Port and from points of vantage on the roof tops along the water front by the announcement that the flyers had made a forced landing due to fog at Mere Island, near Brunswick, Maine. The Governor of Massachusetts, the Mayor of Boston, high ranking officers of the Army and Navy, and many others had waited then in vain. But they all returned on the morning of the sixth and stood again in line.

At 10:15 o'clock Erik Nelson's brother, Gunnar Nelson of Dayton, Ohio, arrived at the Air Port by airplane. He was the first civilian to greet his famous brother.

The three airplanes of the World Flight were escorted by a flight of twelve De Haviland airplanes, led by Major-General Mason M. Patrick, Chief of Air Service. The Assistant Secretary of War, Dwight Davis, was a member of the escorting squadron, also Mr. James T. Williams, Jr., Editor of the Boston *Transcript*, while eight of the airplanes carried official photographers.

It was nearly two o'clock on the afternoon of the sixth when the first glimpse of the returning air men was obtained through field glasses from vantage points along the water front. Easily distinguishable from the escorting group by their pontoons the three airplanes, flying in close V formation, were speeding swiftly southward, darting in and out of the fleecy clouds on the distant northern horizon.

As the three World Cruisers appeared over the Air Port there was a roar of welcome, which was deafening, overwhelming. It seemed that every steam whistle and siren in Boston, and every

automobile horn for miles around was contributing its share to the reverberating din of "welcome home."

**F**ROM the Boston Air Port, from every tug in Boston Harbor, from harbor craft and sky scrapers, hundreds of thousands of enthusiastic people looked down on the historical scene as the world-girdling air men brought their ships gracefully to the surface of the main ship channel in Boston Harbor, conquerors of the airways of the world.

A deafening din of whistles, sirens, fog horns, and shrieking voices intermingled with the triumphant music of brass bands and the booming of anti-aircraft guns firing the national salute in honor of the World Flyers, greeted the birdmen as their craft came to rest in the peaceful harbor waters, the last stop on water and their first official stop in their homeland on the last lap of their 25,000-mile air journey around the world.

The tiresome hours of waiting were forgotten. Memories of delay and disappointment were automatically wiped out. Even on the official barge at the Air Port, the sight of the first planes to round the world seemed suddenly to produce a wave of emotional hysteria. Hats flew into the air and up-turned faces froze into curious grimaces as every one tried to out-yell his neighbor. Governor Cox and Mayor Curley all at once waved both hands and gave what appeared to be a remarkable exhibition of dance steps; Major-General Mason M. Patrick, Chief of Air Service, frankly wiped the tears from his eyes; women sobbed, and even hardboiled newspapermen forgot to look for copy and went temporarily insane.

At 2:09 exactly, the pontoons of Lieutenant Smith's plane touched the water in the harbor and quickly came to a stop in a cloud of spray. Lieutenants Nelson and Wade followed at thirty second intervals as accurately as if the time had been clocked. This was the official beginning of their welcome home.

As soon as the three planes had taxied to their moorings a motor launch put out from the wharf carrying the Assistant Secretary of War Dwight Davis, General Patrick, Major Herbert A. Dargue, A. S., Lieutenant St. Clair Streett, A. S., Lieutenant R. J. Brown, Jr., A. S., both the latter officers being members of the World Flight Committee,

and Gunnar Nelson, brother of Lieutenant Nelson. A smaller motor dory was also used in which General Patrick alone proceeded to each airplane and picked up the six air heroes to return them to the launch. This occupied twenty minutes and large and small craft which had been hovering in the offing took advantage of it to pass as closely as possible by the airplanes which had circled the earth. There were row boats, skiffs, yachts, motor boats, tugs, ferry boats, and the Boston Floating Hospital, which had kept in advantageous position close to the place of landing.

Led by General Patrick, the flyers went ashore on the official barge where, standing in line under a large American flag, were Major-General A. W. Brewster, Commanding the First Corps Area; Governor Cox of Massachusetts; Mayor Curley of Boston; Lieutenant-Governor Fuller, Rear-Admiral L. R. de Steiguer, Rear-Admiral William F. Fullman, Admiral Magruder, Assistant Secretary of War Davis, Mr. James T. Williams, Jr., and the only four Air Service women in the First Corps Area, Mrs. H. A. Dargue, Mrs. L. R. Knight, Mrs. A. E. Jones, and Mrs. R. J. Brown, Jr., to all of whom the flyers were personally known. This was the official reception committee.

Alongside this barge was a large floating crane on which was a military band and an uncounted number of camera and moving picture men who perched themselves on the engine house. On the harbor side of the barge a low floating landing had been placed with a gangway leading up to the barge deck. As the craft drew up alongside the cheering began all over again.

The flyers were here greeted by Captain Louis R. Knight, Air Officer for the First Corps Area, and Master of Ceremonies for the occasion. Led by General Patrick, the flyers mounted to the barge and as the last one stepped into the reception area, upon a signal from Captain Knight the strains of the Star Spangled Banner brought everybody to attention.

**A**S SMITH stepped onto the barge someone handed him a portable "Mike" and asked him to say a few words. He looked around and said "Hellow folks," hesitated a moment and added "Mother, its good to be home." He had been told that his mother would be listening in at her home in Los Angeles, and he later received word from her she had heard his message.

One by one the flyers were introduced to the members of the reception committee. They were obviously overcome by their cordial welcome home. Smiling Jack Harding, standing beside the writer,

swept the crowd with his glance and remarked "Trump this." The aviators were obviously surprised and a bit embarrassed at the attention they were receiving. Lieutenant Smith grinned wanly as he sidled down the line propelled by General Patrick, strikingly resembling a small boy who had been called to counsel before his elders. The others appeared equally ill at ease, although they brightened up from time to time as they caught sight of friends and waved to them.

Near the end of the line, Lieutenant Nelson, who modestly and humorously terms himself "the oiler on No. 4," sighted the son of Lieutenant Robert J. Brown, Jr., whom Nelson had known in Texas five years ago and had named "Spad." Nelson's face lighted up as he reached across the reception line and caught Spad in his arms. "Hello, Spad, you're a sight for sore eyes. We will have to change your name to Douglas now," said Nelson.

Without rest or food, hatless and somewhat grimy and dressed in khaki colored flannel shirts, ancient grey sweaters and battered sheepskin jackets, which sharply distinguished them from the spotless uniforms of the other officers, they were greeted by nation, state and city, in the garb in which they had flown around the world.

The World Flyers were warmly greeted by their contemporary, Major Stuart MacLaren, of the British Royal Air Force, who had passed them in the Orient when attempting to fly around the world in the opposite direction, but who had met disaster on the Siberian coast. Congratulating them he said, "Well, its all over now but the shouting."

**A**T LAST under the escort of State police, the flyers stepped ashore from the barge and were rushed to the Headquarters of the Boston Air Port to register their official arrival home. The register was on a table in front of headquarters and each signed his name with a quill in the following order—Smith, Wade, Nelson, Arnold, Ogden and Harding. Back to the barge again and the flyers were taken on board General Brewster's yacht which carried them across the harbor to the Army Base where a fleet of automobiles was awaiting them and an escort of motorcycle police was ready to take them through the city to their hotel. Groups of citizens were scattered at several points along Summer Street Extension, but the first real crowd was encountered when the line of automobiles reached the South Station.

Stores and office buildings emptied to the sidewalks, commuters hurrying for trains forgot that they would wait a long time for the next one.

## World Flyers Again Touch American Soil



*World Flight virtually completed when aviators touched American soil at Ice Tickle, Labrador, August 31.*

*Lieut. Lowell H. Smith. (Insert)*

*Below: Sailors from U.S.S. "Lawrence" salute brass plate which had been inscribed "August 31" by a sailor while awaiting for the hop-off from Greenland.*



rushed from the station and traffic stopped short while the conquerors of the air swept past at forty miles an hour behind their escort. Half a dozen impromptu cheer leaders jumped from the curb and led willing hundreds with widely waving hands in cheer on cheer. Crowds became thicker, sidewalks were packed constantly with people intent only on one thing, to add their bit to an already tumultuous welcome home.

The first stop was at the Copley Plaza but it was only a brief one as the day was growing late and the flyers still had official calls to make. An immediate start was made for the State House and a reception was held by Governor Cox in the Hall of Flags.

Facing a battery of motion picture cameras and press photographers, they climbed the steps of the State House for their reception by Governor Cox. In the Executive Chambers, they were greeted by the Governor and his Council, then led by the Governor they descended again to the Hall of Flags for the official welcome. General Patrick made a brief introductory speech, thanking the State and City for their unrivaled reception to the flyers. Governor Cox, calling each of the air men by name, welcomed them to Massachusetts and pointed out that in the same memorial hall the Commonwealth had been wont to pay tribute to great sons of the earth who had contributed to the welfare of humanity.

Representatives of various Boston organizations were introduced by the Governor and these presented gifts to the flyers. The three pilots received sabers, Lieutenant Smith from the American Legion State Department, which organization also presented each flyer with silver pilot's wings; a saber to Lieutenant Nelson from the Ancient and Honorable Artillery Company, and to Lieutenant Wade from the Twenty-Sixth National Guard Division. The final presentation in the Hall of Flags was made by a representative of the Boston Chamber of Commerce who gave to each of the six aviators a huge silver bowl, a replica of the Paul Revere Bowl. A few words of appreciation by the flyers and they were on their way again escorted by a cavalry detachment to the Parkman Band Stand on Boston Common, where thousands of enthusiasts had gathered to witness their official greeting by the city.

**T**HE outstanding mark of honor to the flyers on the Common was a band and color guard from the Coast Artillery. A lane was formed for the flyers to the bandstand where Mayor Curley welcomed them to the City, and at the end of his

talk presented to each a gold key to the City and fine white gold watches.

Their official reception over, the flyers again were on the road, this time to their hotel where they were greeted by a happy throng of friends and where rest and food awaited them. At a quiet dinner that evening each of the flyers broadcast a few words by radio, stating how glad he was to be home again. At the conclusion of the dinner a humorous touch was lent to the otherwise quiet occasion when one of the Reserve Officers from the Boston Air Port, Captain Edward Killgore, a wartime buddy of Lieutenant Nelson, presented him with a loaf of Swedish bread from the officers of the Air Port with the inscription written on the wrapper "Ten thousand Swedes jumped out of the weeds, at the Battle of Copenhagen."

Although the official welcome was over the interest in the World Flyers still ran high and the following day while they were working on their planes preparatory to their getaway on Monday, thousands of people visited the Air Port, swarming about the hangars where the pilots themselves were adjusting their motors and landing gears.

The dignity and significance of their arrival and welcome home is probably best summed up the words of Governor Cox of the Commonwealth of Massachusetts, who addressed the following words to the flyers in the Hall of Flags:

Lieutenant Lowell H. Smith, Lieutenant Erik H. Nelson, Lieutenant Leigh Wade, Lieutenant Harding, Lieutenant Ogden and Lieutenant Arnold:

You are welcome in Massachusetts. Here in this Memorial Hall the Commonwealth has paid her tribute to great sons of the earth who have contributed to the welfare of humanity. Here in this Hall of Flags, where the memories of noble deeds of brave men are enshrined Massachusetts welcomes you, valiant men, who have dared for your country. In your triumphant flight around the world you have made history. It was a mighty feat which you attempted, as you left the Western coast of your homeland. It is a mighty accomplishment which we celebrate with rejoicing at your safe landing on the Eastern coast of the United States.

You set your eyes to the West. You kept the course. You have done what no other men have done. You have done what seemed impossible. Your flight around the world—a flight begun and ended on American soil, by American flyers, in American planes, will stand as one of the great events in the progress of human-kind and in the annals of all the world. We congratulate you.

We proudly claim you as our kinsmen. We glory in the courage and the skill that have enabled you to girdle the world. We have faith to believe that your devoted service to the nation, whose flag you have carried so high and so far, has helped all nations. We greet you, pathfinders of a world airway which all nations may use. We salute you, envoys of friendship and good-will to the world. You have enriched the title which you so nobly bear—courageous, sturdy, devoted, patriotic, true Americans.

# Boston Tea Party, 1924 Style

## Gigantic Welcome Accorded U. S. Army Airmen at Nation's Hub Smith Thanks the Navy

FREDERICK R. NEELY

Staff Correspondent, Washington Star

**B**ATTLE scarred heroes fresh from the field and blood of battle never were so popular in Boston as were the six American Army officers who landed there at 2 o'clock on the afternoon of Saturday, September 6, on one of the concluding stages of their flight around the world. Boston did more than open her arms to these six officers, Lieut. Lowell H. Smith, commander; Lieut. Leslie P. Arnold, his assistant; Lieut. Leigh Wade, pilot; Lieut. Harry (Hank) Ogden, assistant, and Lieut. Erik H. Nelson and his assistant, Lieut. "Jack" Harding, Jr. Boston opened her heart and soul. Nothing was too good for the airmen and Boston, although deprived by a terrible fog from being the first place on American soil for the flyers to land, they being compelled to come down near Brunswick, Maine, on September 5, cast aside all sulkiness when the three Douglas World Cruisers—*Chicago*, *Boston II*, and *New Orleans*—appeared over the city.

That landing and the enthusiasm which was aroused by it will be recorded in the history of this city which loves history. Bostonians had left their homes and places of business and journeyed to East Boston the evening before to greet the flyers, and then they didn't appear. They were a little disgruntled, perhaps, as any public gathering would be when disappointed, but they did not know that Lowell Smith thinks more of making the flight a success than of pleasing spectators.

**A** FEW minutes before 2 o'clock three objects were seen in the air. They grew in size rapidly and soon were detected to be not De Havillands nor Martins, with which the air had been thick the last few days, but a type of plane never seen here. They were the World Flyers! On and on they came, a perfect V shape.

One circle of the airport and the formation deployed into column and four times covered the entire harbor.

Three fireboats in the harbor, all Boston owned, thought they could make themselves understood better by turning on all their hose and from each vessel emitted four streams of water pointed skyward, a beautiful sight.

Satisfied he had let the town know of their arrival, Smith cut the gun and dived for the water in the vicinity of the crowds and the official barge and exactly at 2 o'clock sank his 1,000-pound pontoons in the waters of Boston Harbor—for the second time in American waters in as many days. One minute later Wade followed and the third minute Nelson settled down. They taxied out a short distance to their moorings, where Arnold, Harding and Ogden made the planes fast and immediately a large number of little boats went scurrying to the scene completely surrounding the planes from view of the spectators.

In one of these little boats was Major-General Mason M. Patrick, Chief of Air Service. But here let Lowell Smith finish the story in his own words. Smith is not a press agent, a dramatist, a sensationalist—he's the poorest man in the world to interview, if the interviewer is not known to him, but the writer gave the password of the terrible order of the Chevaliers of Reykjavik, Iceland, where we were marooned for many days, and Lowell spoke:

**"T**HE General said, 'I knew from the very beginning you would do it.' And I know he did. Then we went to the barge (tied up to shore) and were introduced to the crowd by the General, piled in automobiles and driven up to the airport, where we signed and inaugurated with our signatures a new register book for visiting pilots at the port.

"Our names were under the General's. This done, we jumped into the automobiles and went back to the water, where an Army boat carried us across the harbor to the Army Corps area base. More automobiles awaited us and led by motorcycle policemen we plowed our way through the city, surrounded by cheering people to the State house where they gave us each a pair of silver wings and the pilots each a saber. And I can use mine, too, because I always was borrowing somebody's when we had to have them. From there we went to the public park and received watches, the like of which I've never seen. Each watch had our initials engraved on the back and,—well, here, take a look at it, will you? (It was a beauty).



MRS. J. G. SMITH  
Mother of Lieut. Lowell H. Smith

"Then they gave us each a white gold mesh bag and a Paul Revere bowl (a large wide silver piece which, it is said, is rapidly superceding the loving cup) inscribed with our names.

"Following this they gave Wade the flag of the City of Boston and each pilot these silk American flags. And the mayor made a fine speech urging more appropriations for aviation and boosting it with all his might."

**C**ROWDS had gathered as the time approached for their arrival at the Copley Plaza Hotel. Through cheering throngs the pilots made their way to the entrance and found the corridor lined with enthusiastic admirers. Each person rushed to shake their hands and the expressions on the pilots' faces could be likened to the scared schoolboy on his Friday afternoon recitation debut. These men who had fought and conquered death again and again were frightened by the public who desired nothing more than to touch their greasy soiled garments.

In their rooms at last they found tons of telegrams and letters. One was from the Prince of Wales extending "my hearty congratulations." Silence occasioned by the readings of the messages was broken occasionally by some such exclamations as Arnold uttered: "Well what do you know about

that—here's one from an old professor of mine who used to take great pleasure in bawling me out every day."

Major Dargue of the chief's office in Washington, the officer who taught General Patrick how to fly, hurried up some sandwiches in answer to the general cry, "When do we eat?" and acted as waiter to the boys as they read their telegrams.

**I** HAVE seen the flyers on virtually every hop since they left Brough, England, but never did their faces exhibit such happiness as today. But that radiant beam soon was dulled, if not killed. They were informed that Lieut. Alexander Pearson, one of the best pilots in the Army, and a test pilot at McCook Field, Dayton, Ohio, was killed at Fairfield, Ohio, a few days ago in the Navy Curtiss racer which he was testing. To use the word "shocked" or "stunned" would not express the feelings of the pilots when they heard that "Alex," with few peers as a pilot and none as a gentleman and friend, had passed on. Pearson was to have flown in the Pulitzer races this year, having been forced out last year at St. Louis shortly after taking off, due to a sprung crankshaft.

Then Lester Maitland, Bolling Field's crack pilot, who carried Assistant Secretary Davis in a formation of twelve planes up to Old Orchard, Me., landed on the beach and then returned to Boston—who was in the final few in the process of elimination to select the world flyers—walked up to Wade of Bolling Field and said:

"Leigh, on behalf of the boys at old Bolling I want to tell you we are proud of you and we think you are wonderful."

#### MESSAGE FROM MOTHERS

The first written greetings received by the world flyers at Boston, where they stepped on home soil, were from the mothers of Lieut. Lowell H. Smith and Lieut. John Harding.

The message of thankfulness for their safe arrival was given the officers at Boston by the Associated Press, to which the mothers of the army aviators had entrusted it for delivery.

The greeting sent by wire from San Francisco, where it was signed by Mrs. Maude Smith and Mrs. Robert A. Chase Harding, follows:

*We, two of the happiest mothers in all the world today, bow our heads in reverence to the Supreme Pilot, who has guided our precious boys and their comrades to safety thus far. Our hearts overflow with joy and gratitude. May God bless you until we can take you in our arms. Because we love you, we love you, we love you.*

*Your Devoted Mothers.*

Wade blushed, swept the compliment aside and replied: "How is the old lousy bunch there, Mait?"

Maitland also approached Smith and told him he would be willing to "cut both legs off now to be in your shoes."

Smith's reply to that was: "I would have been willing almost to have done the same when I was on the other side and you were here." Smith said the flight today was ideal. The 12 DeHavilands which left the airport early this morning reached Mere Point, Me., and played around, as he expressed it, and then landed on the beach at Old Orchard.

General Patrick was in the bunch, and after the three seaplanes passed over the De Havilands again took the air and followed the world flyers into Boston. When Erik Nelson came ashore almost the first person to greet him was Gunnar Nelson, his brother, who had been flown up to Boston from Dayton by Capt. Louis G. Meister of McCook Field.

Among the select few who were admitted to the suite of the tired flyers was Maj. A. Stuart MacLaren and his colleagues, Lieut. W. N. Plenderlieth and Sergt. R. H. Andrews, the Britishers who were in the race around the world a short time ago which has been won by American airmanship and airplanes. Smith presented MacLaren to Wade, and the tall, handsome Scotsman said: "I feel I can sympathize with you." To which Wade replied: "I can sympathize with you all the more."

Wade is glad to be back in the flight. No one would have him held out after having flown so far and experienced what he did.

Wade confided to me he will be glad to get back to Washington.

"I was born in Michigan and my mother and sister still live there, but all my friends are in Washington. I shipped all my stuff brought on the flight back to Washington and I want to call it

my home. Several other cities claim me, but I claim it.

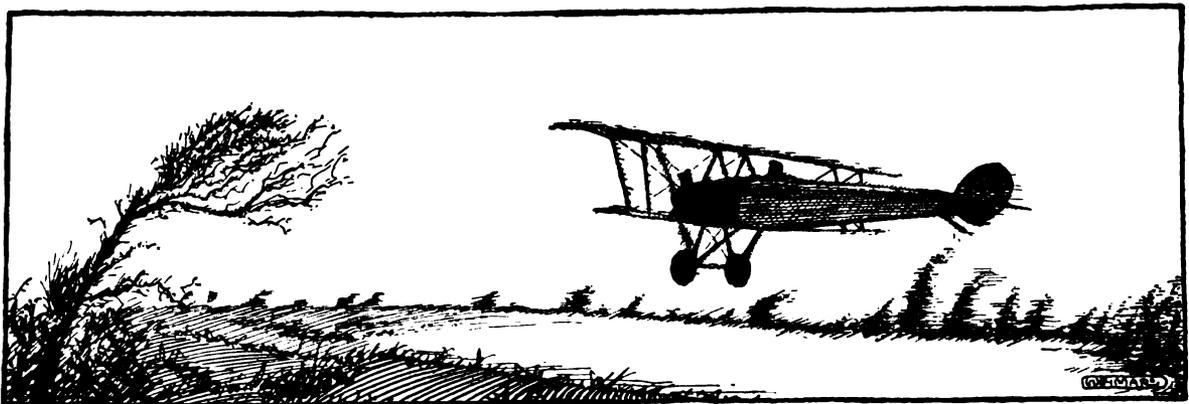
"I love it, and my fondest desire after this flight is finished is to be sent back to old Bolling Field."

SMITH asked me to tell all readers of his deep appreciation for the services rendered by the Navy on the sixth division flight. His expressions were sincere and from his heart. He is grateful, if any man is, and he doesn't know how to express it.

"You know and saw what they did for us," he said. "Where would we have been without the good old *Richmond*, the *Billingsley*, the *Reid*, the *Raleigh*, the *Barry*, the *Milwaukee* and those destroyers that lined up like a company of infantry across the Atlantic between Greenland and Labrador—I know them by heart and their stations—the *Coghlan*, the *McFarland*, *Charles Ausburne* and *Lawrence*? And the old tanker *Brazos* at Bay of Islands looked good to us. Do you know that that flight from Pictou on down was one of the worst we ever have been through?"

"We crossed that strip of land at Nova Scotia very well, but then we hit fog—fog of the Greenland species. We had a hard job and there was only one thing to do—come down. I think I picked out a good place, too, for the millionaires at Mere Point treated us royally. And further when we left you at Indian Harbor or rather when you left us (the *Richmond* pulled out first)—on the flight to Hawkes Bay, we had a rough time. Shipping was held up by the heavy rains and fog, but we had to get through."

Fog—how that man and the others dread the word, and a twinkle comes in their eyes and a smile forms when they think of the flight to Santa Monica, where there is little chance (they will see to that) of meeting up with the deadly opaque atmosphere of hideous Cape Farewell.





Wide World Photo.

*Flyers leaving Navy Tender at Boston Airport in midst of one of their greatest receptions on September 6.*

## Trip From Boston as Seen From the Air

**UNDISMAYED** by a bleak and confused sky in the morning, the World Flyers started from Boston for New York in bright sunlight at 12:02 p. m., September 8, taking off on their new wheels down the "T" runway of the East Boston airport. The three cruisers flew over Boston Common while General Patrick and his escorting squadron of eight planes could take the air and assume formation. The fleet passed Providence, R. I., at 12:47.

At 1:27 p. m., the aviators were over New London, Conn., and Lieut. Arnold dropped a message to his family. Down low lay a slight haze, but not enough to obscure the planes. A twelve-mile breeze from the south-west enlivened a mackerel sky.

Passing along the Connecticut shore, the flyers entered New York State at 2:35, when they passed over Mamaroneck. At 3:04 they crossed the New York City line at City Island. They swung across the Bronx, and turning down over Manhattan, the squadron followed Fifth Avenue south. The flyers, were plainly visible. A writer in the *World* says that factory and harbor whistles were tied down to do their best, elevator motormen joined in,

automobiles the length of the city set up a honking and cheers went up intermittently from roofs, windows and the pavements. Block after block shrieked its greeting aloft.

Clearing Lower Manhattan and passing the Statue of Liberty, the flyers turned to Brooklyn. The whir of motors overhead there started another din. As the globe-girdlers soared over the various districts of Kings, traffic was halted temporarily and every face was turned skyward. Pedestrians stopped in their tracks and drivers of vehicles pulled up to look. Trains, cars and automobiles on the East River bridges joined in the bedlam.

From the air Mitchel Field is easily discerned. The letters of its name are painted on the buildings there. The World Flyers swung around and got their bearings, then dropped lower and lower, the crowd broke from its moorings and swarmed upon the field, for the Round-the-World Flight had reached another scheduled stop. Among those present were General Pershing and the Prince of Wales. There follows the story of New York's tremendous reception to the Army aviators written by Mr. William L. Curtin for this issue.

# Unprecedented Welcome at New York City

Prince of Wales Greet World Aviators at Mitchel Field  
 Senator Wadsworth Delivers Eloquent Address

WILLIAM L. CURTIN

SIX Army flyers, a remnant of eight who flew Westward over the world nearly six months ago, came gloriously in from the East out of a bright sky Monday, September 8, and landed their dependable planes like feathers on Mitchel Field. Their arrival was within a day of the 402d anniversary of the homecoming of the Magellan expedition, when Sebastian del Cano and a score of lean sailormen approached the Spanish Coast realizing that they had circumnavigated the earth. Ships had plowed the seas a thousand years before Magellan went out for Portugal in search of the unknown, but the fragile looking carrier of the air which made the Army World Flight possible will have had only its 21st birthday in December.

The American pathfinders took off from Santa Monica in mid-March when California begins to put on her Spring finery and the Eschscholtzias come up in yellow patches on the green hills and valleys. What lay before them they did not know. To them it was the experiment magnificent. That meant anything from death, to the thing they made of it—the greatest aeronautical achievement of the age.

Long Island had not lost its verdure as the flyers swept over it on their return and goldenrod took the place of the Pacific poppies in patching up the terrain. It is curious that there should be streaks of yellow on the land at the hop-off and the homecoming of the most red-blooded caravan that ever took the air.

Someone remarked that Mitchel Field was receiving a visit from the Personification of Courage, made up of six men. Doubtless James M. Barrie had in mind this type of youth when he delivered his rectoral address on "Courage" at St. Andrews, two years before the flight began. In closing he quoted these ancient lines:

Fight on, my men, says Sir Andrew Barton,  
 I am hurt, but I am not slain;  
 I'll lie me down and bleed a-while,  
 And then I'll rise and fight againe.

Shortly after 12:02 p. m. when the flyers had got under way from Boston, Sergeant O'Connor of the Air Service came out before the empty grandstand and drove three pairs of steel rods into the sod some thirty yards apart. Over these he stretched three canvas banners. On the banner to the right, as one

faced the stand, was the legend, "Chicago—Lieut. Lowell H. Smith, Lieut. Leslie P. Arnold." The middle canvas had the words, "New Orleans—Lieut. Erik H. Nelson, Lieut. John Harding, Jr." To the left of Nelson's marker was that of the *Boston II* with the names of Lieut. Leigh Wade and Lieut. Henry Odgen.

WHEN O'Connor drove away in his motor an old man leading a boy of twelve by the hand, paused before the banners and said to the youth: "Right here, son, is historical soil. They probably won't put up a granite shaft, but it is here that six great Americans who have gone round the air belt of the earth will halt after circling the biggest city in the world."

Some three hours later the planes of Smith, Nelson and Wade taxied with precision to the banner markers that had been set out for them, after their whirl over Greater New York.

Accompanied by an escort of eleven planes led by Major-General Mason M. Patrick, head of the Army Air Service, the homecomers flying from Boston at a height of 3,000 feet passed over the narrowing waters of Long Island Sound, using Mount Vernon in Westchester County as a pivot for the flight over Manhattan and the Bronx. Radios kept the huddled millions of these two boroughs informed of the flyers' approach and business stopped everywhere. Presently the height was lowered to two thousand feet, that those below might get a better view of the fleet as it moved swiftly and steadily on its loop to Mitchel Field.

It was said by those who looked over the cockpits that streets and parks and housetops were thick with upturned faces; bridges black with well-wishers; and that factories, steamships, harborcraft and everything that had a whistle was sending out white ribbons of steam.

It was the biggest attendance that ever turned out for a show. The stadium was Greater New York itself and it was packed to capacity.

But all the tumult of the mighty gallery was lost to the six men who had come round the world. They heard only the familiar drone of their propellers. It was old stuff to them. There was a deep appreciation of it all fixed in their subconscious mind, but the mind that was active just

then was engaged on the working of the planes and the ultimate stop at Mitchel Field. City Hall Park with the pinnacle of the Municipal Building and the Woolworth tower serving as channel markers was the place the flyers selected for the eastern turn. Over it they went swiftly, slicing over the Brooklyn and Williamsburg bridges and then heading straight for their Long Island landing.

**W**HILE the flyers were still moving westward over the Sound on their way from Boston, a patient crowd of about seven thousand at Mitchel Field stirred itself a trifle at the quiet approach of the Prince of Wales. It was an unusual assemblage in the matter of demonstration, giving the popular British visitor only a mild cheer. The minds of the people were on Smith and his command.

For a full half hour, the heir to the British throne contented himself with occasional glances over the right shoulder in the direction of his ranch in Western Canada. Everybody worth while and some that were not were presented to him, and between introductions he gazed wearily over the field. Captain Nungesser, the French ace, in uniform, the first to greet him, chatted for a while in French about their meetings along the Western Front.

Presently the coming of the homebound air fleet was announced and the Prince stood up, removing his hat. In the sky on a direct line between him and the ranch in Calgary appeared the flyers. It was a tense moment for everyone on Mitchel Field. No doubt a feeling of national pride and a deep throb of affection for those intrepid boys in the air filled the breasts of seven thousand persons and stifled speech. That crowd could not express itself with sound, but faces, eyes—yes, tears, told abundantly what it felt.

Twice over the flying field passed the fleet, shunting northward for the turns. Eight of the escorting planes spread far afield leaving a group of six together, flying in fine formation. Smith and Nelson flew abeam each other. Before them was a pilot plane and just behind came Harding flanked astern by two escorting planes.

Then the escort parted and the *Chicago* with Smith and Arnold shot over the grandstand from the north, coming with uncanny exactitude to the pigmy banner that had been set out for it early in the day. Down came Nelson and Harding in the *New Orleans*, followed closely by Wade and Ogden in the *Boston II*. There was cheering as the men landed, but it was neither long nor loud. Hats were thrown into the air. Elbows plowed into neighborly ribs. Emotion was plentiful, but

lung-power was lacking. It was a new experience for the multitude, too sudden for prolonged tumult. The thrill of landing was practically over the moment it began. The harangue of a third-rate political spell-binder could have raised more noise.

**P**OLICE reserves with more girth than experience were sent down from New York to hold the lines, but the crowd bowled them over easily and flocked to the big *Chicago*. Above their heads stood Smith in the cockpit, lighting a cigarette and eyeing his engine. He showed no disposition to crawl out. Not until General Patrick had cut a path to the *Chicago* did the commander of the World Flight climb down. He wore an old brown suede jacket, brand-new breeches and glistening puttees. He stood for a while with his back to the expectant grandstand, his legs spread apart and both hands mopping his sweating face. Somehow Nungesser managed to rush down from his seat with the elect. The bright uniform of the French ace served as open sesame with the corpulent police reserves from New York and he got by. The Frenchman offered his hand to the nonchalant Smith and the latter accepted it with a smile.

Presently General Patrick managed to get the six flyers out of the throng that mobbed the field and escorted them to the grandstand. Smith, leading the way, lumbered up the steps with the sort of lazy stride one might take up to the porch of a cottage after a nap on the lawn.

The six men, bareheaded, stood in line facing the west at right angles to the folk in the boxes. The Prince of Wales some ten feet away kept his eyes upon them throughout the speechmaking. Their eyes met his from time to time but their faces gave no hint of what was in their minds. Even the Prince was no novelty, for they had met him before in England. Smith and his men took without blinking the volleys of well-chosen encomium hurled at them by Senator James W. Wadsworth. It was all very lovely but addresses to them appeared tedious. Their task of girdling the earth was not complete and if anyone in authority had said suddenly, "Break ranks!" it is likely that the six would have rushed out to the field to groom their engines.

**F**TRUBEE DAVISON, chairman of the reception committee, greeted the flyers with a short address and introduced Senator Wadsworth who said, in part;

"If the hospitality that is being shown to you on your return to the homeland appears at first

# The Stadium Was Greater New York



Official Photo U. S. Army Air Service

*Lieut. Erik Nelson high above the metropolis.*



Official Photo U. S. Army Air Service

*Mitchel Field seen from the Air, waiting for the Flyers.*

blush to be a bit ferocious, you will forgive us because it comes from the heart. By the accident of geography, I think I may term it, the people of the State of New York have not been able to be the first to greet you upon your return to the homeland. The good old States of Massachusetts and Maine just happened to be encountered first by you in your flight.

"The people of New York in this informal manner, but nevertheless with a sincerity and intensity which cannot be adequately described by any words of mine, welcome you here upon the soil of the Empire State. One who attempts to estimate the significance of this event, as it shall be conceived and weighed in history, may be said to take some chances.

"But I think most people will agree that the world never forgets its pathfinders. Those who have trodden the wilderness and crossed seas unknown are never forgotten by posterity. You gentlemen, in very truth, are pathfinders who have blazed the way, a new road and in new fashion around the earth, and it does not stretch nor tax our imagination greatly to visualize the thousands of people in the future who will be following the path which you have marked out for this comparatively new method of travel. And when they do, and I am confident for one that they will, they will be spreading the benefits of civilization to hitherto unknown corners of the earth and will be binding the nations of the earth in more and more enduring friendships."

The Senator also praised the spirit of cooperation displayed by the Army and the Navy in the flight, and gave to each of the flyers a gold cigarette case in behalf of the Citizens Committee of Welcome.

Congressman Fiorello La Guardia, representing the Italian American citizens of New York, presented a small bronze figure of a modernized Pegasus symbolizing the blend of man, bird and horse. It was given, he said, in appreciation of the solicitude of the flyers and their naval escorts in the rescue of Locatelli, the Italian aviator who hopped off with them from Iceland.

**A**FTER the flyers had greeted the Prince of Wales and listened to the reading of a congratulatory cablegram from King George they hurried to the field to direct the shifting of their planes to the hangars. As they moved away Lieut. Nelson saw Charles M. Lincoln, former managing editor of the *New York Herald*, who once employed him as a chauffeur. Crashing through the crowd he put both arms around the editor who had helped him into the Air Service of the Army.

On leaving Mr. Lincoln, Nelson was detained by a stranger who whispered: "Lieutenant, tell me what was the hardest part of your journey?" Taking the same confidential whispering tone for his answer, Nelson replied: "There was a little bit of hard part all the way around, my friend. That's the way I look at it."

In the evening after the planes had been put away and the flyers dined for dinner at the home of Major Hensley, Lieutenant Smith said: "The Navy's cooperation with our flight was wonderful. They took hold of it as if it were an American flight and treated us as if we were part of the Navy. We owe much to the Coast Guard service, too, for they gave us great assistance, especially on the Pacific."

**D**ESPITE the rugged fearless exterior of the World Flyers there is a generous spiritual element in the make-up of these men. It was said at Mitchel Field that the broadcasted welcome of General Patrick, which reached their ears in Labrador August 31, made a profound impression upon them, particularly when the General said:

"There is one way that we may well imitate the great discoverers and explorers of the past. Without exception these daring men at the end of their voyage or expedition always drew apart, knelt in prayer and thanked God for the privilege bestowed upon them. All of us now with bowed heads and humble hearts offer up our thanks to the Allwise Creator that this little band which we sent into the West has come to us safely out of the East, having been the first of all the generations of men to circumnavigate this terrestrial sphere by air."

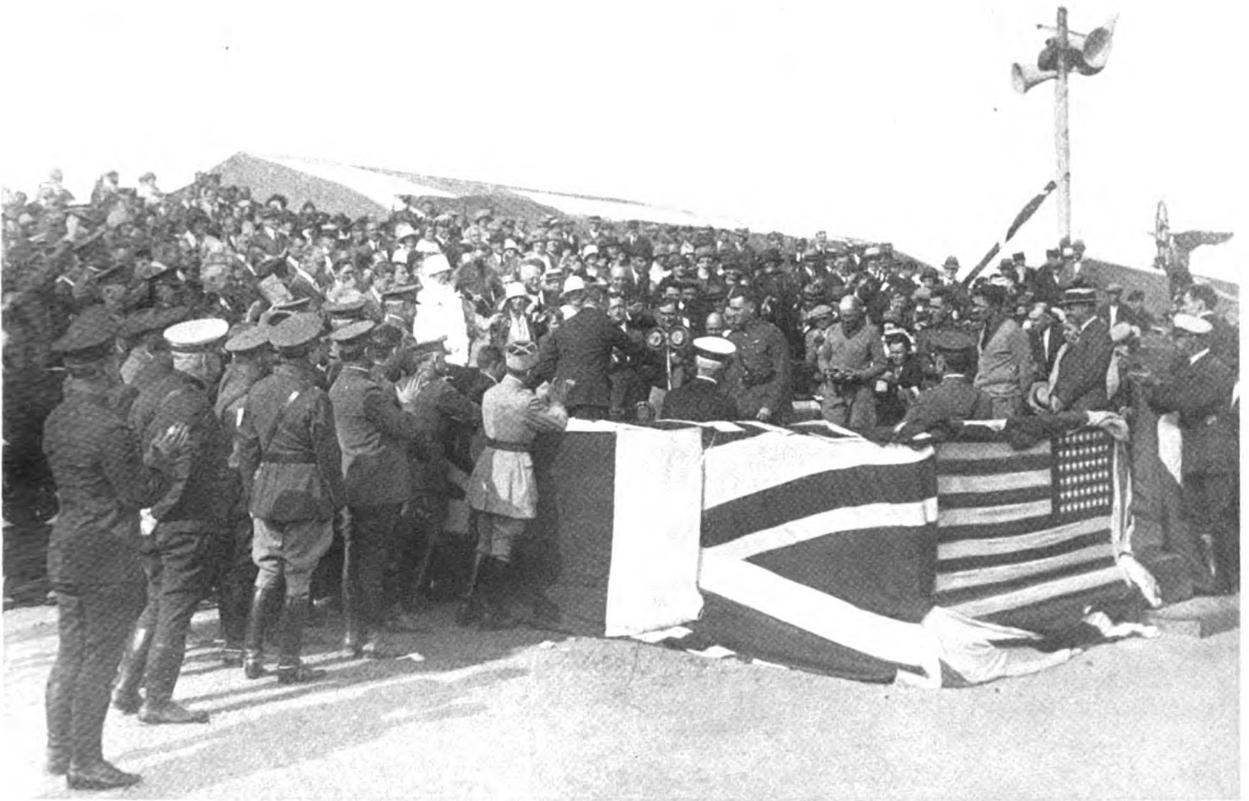
Back in 1821 when the conquest of the air by man was scarcely regarded as a probability, William Cullen Bryant in his poem "To A Waterfowl" expressed this sentiment of Divine guidance to creatures of the air. Three of the stanzas without much stretch of the imagination might apply to the six indomitable pathfinders just as it did to the waterfowl a hundred and three years ago:

There is a Power whose care  
Teaches thy way along the pathless coast—  
The desert and illimitable air—  
Lone wandering, but not lost.

All day thy wings have fanned,  
At that far height, the cold, thin atmosphere,  
Yet stoop not, weary, to the welcome land,  
Though the dark night is near.

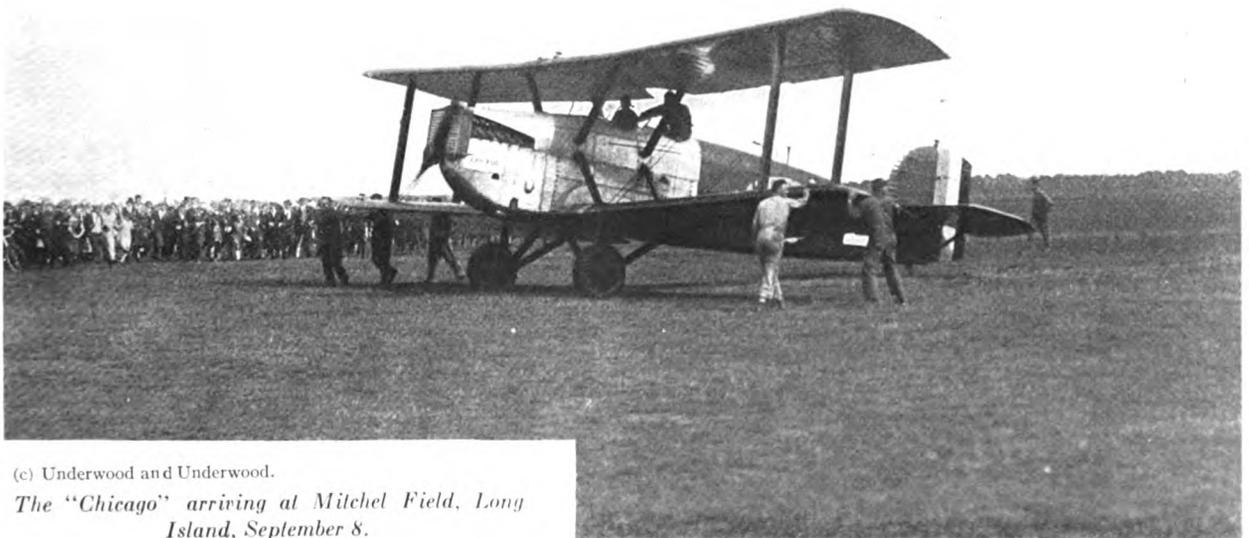
He who, from zone to zone,  
Guides through the boundless sky thy certain flight,  
In the long way that I must tread alone,  
Will lead my steps aright.

## Flyers Hear Senator Wadsworth's Tribute at Mitchel Field



World Wide Photo

*Senator Wadsworth of New York gives cigarette cases to flyers and delivers address of welcome.*



(c) Underwood and Underwood.

*The "Chicago" arriving at Mitchel Field, Long Island, September 8.*

# President Coolidge Welcomes Flyers

Cabinet, High Officials of Army, Navy and Marine Corps, Diplomatic and Social Washington Join Thousands of Spectators in Greeting World Aviators

EARL N. FINDLEY

*A passion that left the ground to lose itself in the sky.*  
—BROWNING.

**B**UDDHA taught 600 B. C., that suffering is due to the torment of personal desire. But at Bolling Field, on September 9, each of several thousand persons was crammed with a craving to see and do honor to the Round-the-World flyers. The President of the United States and Mrs. Coolidge were steadfast in this purpose. All members of the Cabinet, with the exception of Secretary Wilbur and Postmaster General New, who were out of the city; their wives and families, high officials of the Army, Navy and Marine Corps, a distinguished group representing diplomatic and social Washington, waited in the wet with thousands of undesignated, but no less determined, spectators who sank smiling in the mud, grinned at reports of fog radioed from Aberdeen, Md., and for hours patiently bored holes through leaden skies for Commander Smith and his companions, who led by Major-General Mason M. Patrick, Chief of Air Service, were bucking a wind shot with rain on their way to the Capital from Mitchel Field. There was plenty of personal desire but no suffering.

The wheels of the United States Government were at a standstill for more than four hours while these officials and the diplomats of foreign lands waited for the flyers in the rain. The President broke up the regular Tuesday Cabinet meeting shortly after 10:30 to leave the White House for the field to greet them immediately on arrival. The Cabinet officers who followed the President were Secretaries Hughes, Mellon, Weeks, Wallace, Work, Davis, Hoover and Attorney General Stone. Others representing the services were: Admiral Edward W. Eberle, Chief of Naval Operations; Major-General Lejeune of the Marine Corps; Colonel Theodore Roosevelt, Acting Secretary of the Navy; Rear-Admiral Moffett, head of the Bureau of Aeronautics, Navy Department; Brigadier-General Amos A. Fries, head of the Chemical Warfare Service; Brigadier-General D. E. Nolan, General S. D. Rockenbach, Commander of the Military District of Washington; Brigadier-General William Mitchell, Assistant Chief of Air Service; General H. Haraguchi, Major K.

Kumagai and Captain Y. Inonye who represented the Japanese Government, and other military attaches in brilliant uniforms, all nonchalantly shedding showers with the President.

**W**HEN the Presidential party arrived at 11:10 o'clock they found Bolling Field decorated with the colors, while large flags of many of the countries over which the world cruisers had flown fluttered in the brisk wind. The Army band played exhilarating music. With so much concentrated personal desire in evidence, the suffering, according to Buddha, should have been tremendous; but Buddha had taught his philosophy 600 B. C., and before Americans had been sent for the first time around the world in the air. There was no agony apparent at Bolling Field, even though, for most of the spectators, there was no luncheon. The President walked down the line and inspected airplanes, and later smoked a cigar serenely. It was too bad for the flyers that they should be fighting bad weather on the relatively short course between New York and Washington, but it was comforting to realize that there were no icebergs between Anacostia and Aberdeen.

Brigadier-General William Mitchell, Assistant Chief of Air Service, led a squadron to meet the flyers at Baltimore, but it was 3 o'clock when Lieut. Lowell H. Smith, the flight commander, and Lieut. Wade, accompanied by Lieuts. Arnold and Ogden and the escort headed by Major-General Mason M. Patrick, Chief of Air Service, were seen first through the mist and then to circle gracefully toward Bolling Field to land in full view of cheering friends and admirers. Smith's *Chicago* touched the ground at 3:03 o'clock. They had been forced down once, but taking the air again had fought bravely through wind and rain. A few minutes later Lieut. Erik Nelson arrived, but not in his good ship *New Orleans*, which was forced down at Halethorpe, Md., about ten miles south of Baltimore because of a stripped timing gear. He came to Washington with his brother, piloting the plane of Captain L. G. Meister, who had landed when he saw Nelson go

# President Coolidge and His Cabinet Met the World Flyers at Capital



*Above: President Coolidge, who had waited at Bolling Field for more than four hours on September 9, warmly congratulates World Flyers. From left: Lieuts. Arnold, Ogden, Smith, the commander, and Wade.*

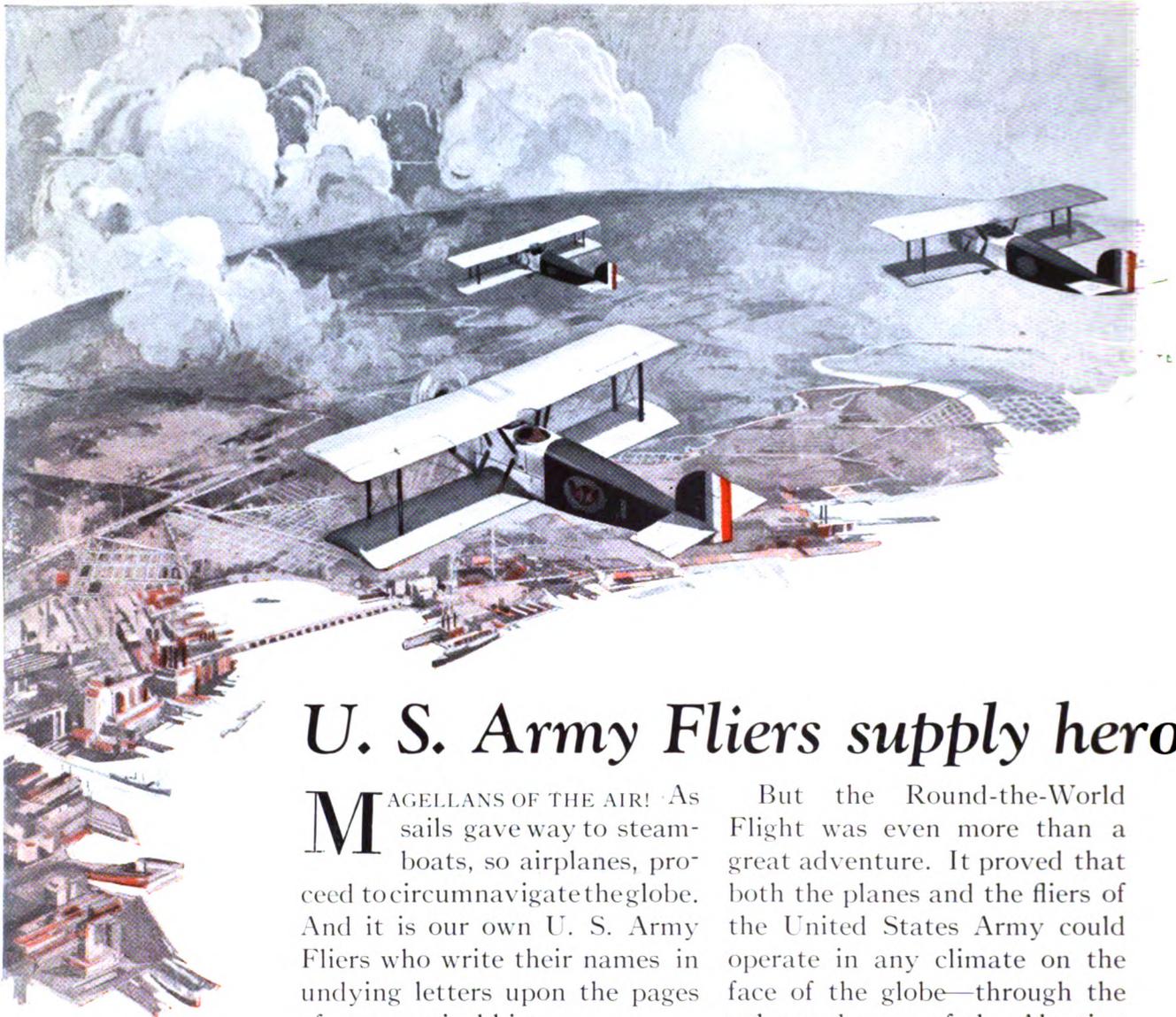
*Right: The President and Secretary of War Weeks inspect the flagship "Chicago."*

*Insert: Mechanician Harry Short shows the President cockpit of General Mitchell's airplane.*



*Secretary Mellon, Secretary Hughes and Secretary Hoover in second row, reading from left*





## U. S. Army Fliers supply heroic

**M**AGELLANS OF THE AIR! As sails gave way to steamboats, so airplanes, proceed to circumnavigate the globe. And it is our own U. S. Army Fliers who write their names in undying letters upon the pages of aeronautical history.

Early in March they left. Their's was the first timetable and itinerary of its kind in history.

Seattle, Cordova, Chignik Yokohama, Shanghai, Bangkok, Rangoon, Delhi, Bagdad, Bucharest, Belgrade, Paris, London, Scapa Flow and Reykjavik,—were but a few of the many points they touched. A 25,000 mile adventure.

But the Round-the-World Flight was even more than a great adventure. It proved that both the planes and the fliers of the United States Army could operate in any climate on the face of the globe—through the gales and snow of the Aleutian Islands, through the typhoons and torrential rains of the China Sea, through the equatorial heat of Indo-China, Siam and Burma, and even through a desert sand storm encountered after leaving Umballa.

### *The-Dawn-to-Dusk-Flight*

While the Round-the-World-Flight Fliers were somewhere in Asia, another U. S. Army plane in the hands of Lieut. Russell

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**VACUUM OIL COMPANY**

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# Magellans of the Air

## chapters in aeronautical history

L. Maughan left Mitchel Field, Long Island at 3:59 on the morning of June 23rd, 1924.

21 hours and 48½ minutes later, Maughan landed at Crissey Field, San Francisco, his actual flying time having been 18 hours, 26½ minutes. The flight covered 2850 miles.

For both the Round-the-World trip and the Dawn-to-Dusk Flight, Gargoyle Mobiloil "B" was the oil officially selected and supplied by the U. S. Army Air Service.

This Gargoyle Mobiloil "B" differed in no way from the Gargoyle Mobiloil "B" which is used every day by so many of your own friends who own motorcycles, farm tractors, or certain types of automobiles for which this Mobiloil is recommended.

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down. Lieut. Harding remained with the crippled cruiser.

Their journey to Washington was completed after a day of fog, rain and squalls which made flying difficult. Leaving Mitchel Field at 8:35 eastern standard time, the flyers proceeded to Aberdeen, Md., where they were forced to land because of fog. Even the hardy men who had penetrated the Arctic hesitated before the thick pall hanging there. They took the air again at 1:20 p. m., and passed over Baltimore in a driving rain 43 minutes later, directly into strong head winds.

Lieut. St. Clair Streett, aide to General Patrick, brought the machine alongside the world cruisers and there followed a reception of the flyers by President Coolidge and the Cabinet. Lieut. Smith had stepped to the ground wearing the greasy suede jacket which is familiar to spectators in three dozen countries. General Patrick presented the World Flyers to their Commander-in-Chief while the crowd cheered and the echoes of an artillery salute of twenty-one guns boomed across the country. The President shook hands with each, smiled, told the flyers the Nation was proud of them, and asked a few questions but made no address. Lieut. Smith, with equal simplicity and sincerity, assured the President on behalf of himself and his companions that they were glad to be another jump on their way. He might have said on their historic and immortal itinerary; but he didn't. The President expressed a desire to inspect the *Chicago* and *Boston II*. Accompanied by Secretary Weeks, General Patrick and the aviators he went over the airplanes carefully.

Among the first to greet the flyers was Colonel Marquis Vittorio Asinari di Bernezzo, military attache to the Italian Embassy, who thanked them for their assistance to Locatelli, who was forced down in the Arctic on the jump to Greenland. Lieut. Smith told Colonel Bernezzo that he had enjoyed on the day before a reunion with Locatelli in New York.

**T**HE flyers left Bolling Field shortly afterward in prosaic automobiles for the New Willard Hotel. Before they had completed a change of clothes, newspaper men were admitted. Lieut. Smith appeared at the interview in a pair of army breeches, a pair of white socks, and a suit of underwear. He was followed into the room by Lieut. Nelson, in a suit of brilliant silk pajamas, white with wide blue stripes. Lieut. Wade was garbed in the same style as Lieut. Smith, except that he wore shoes. Lieuts. Arnold and Ogden did not appear because they were wearing considerably less.

The newspaper men learned from the aviators that they want, when the Round-the-World flight is completed, to go off to lonely cabins in the mountains of Oregon, where there won't be any airplanes, and there won't be any clocks—especially alarm clocks. "But," said Lieut. Smith, "we have made no plans, nor can we, until we find out what General Patrick wants us to do." Immediately after this avowal of the soldier, of duty before all else, came a reminder of the youth and spirit which has carried the men around the world, points out a writer in the *Washington Post*. Lieut. Wade, who had been looking carefully at his commander, felt called upon to speak.

"Why, you've got my underwear," he exclaimed.

"Oh," came the reply, "you ought to expect that by now; aren't we good friends?"

**A**FTER returning to the White House from Bolling Field, President Coolidge issued the following official greeting to the Army Round-the-World flyers:

"It is with a renewed faith in America that I welcome you. A new record of achievement has been made in the last six months in the domain of aviation. It has been made by men who wear the American uniform.

"It has been your skill, your perseverance, your courage, that have brought this great honor to our country. In what is probably the greatest opportunity for future scientific development of transportation your enterprise has made America first.

"I trust the appreciation of your countrymen will be sufficient so that in this field America always will be kept first."

Early in the evening Lieut. Smith expressed the thanks of the flyers for the welcome accorded them by the Capital in the following statement which was sent out by radio:

"We are glad to get back and profoundly appreciate the welcome accorded us by residents of the Capital, who, headed by the President, awaited patiently our arrival.

"This appreciation by the American people for our hard work in flying around the world is a real compensation for the rigors of the journey.

"We are grateful, but most of all we are happy—because we are back home."

A dinner in their honor was given to the World Flyers by Major-General Mason M. Patrick, Chief of Air Service, on the evening of September 9, at the Columbia Country Club. Secretary Weeks and many of their fellow officers in the Air Service were present. As head of the War Department.

Secretary Weeks congratulated the airmen on their achievement, as follows:

"As the official head of the branch of the public service to which you belong, and speaking for all your associates in the military service and myself personally, I extend to you my hearty congratulations on the success of your trip, and wish to express my satisfaction and gratification for the splendid manner in which the flight has been conducted.

"Your accomplishment will be written in the records of your Government and your names will be placed on the comparatively small list of our nation's pathfinders.

"The flight has been carried on in a way that reflects great credit on you and the United States army, and your personal conduct has increased the cordial feeling existing between those nations your planes have touched and our Government.

"I would be derelict in my duty if I did not acknowledge the great service rendered by the Navy. I most gratefully thank our sister service for the aid and comfort given you during your flights across the seas."

**B**Y order of the War Department the World Flyers remained in Washington to participate in Defense Day activities on September 12. Brigadier-General William Mitchell, Assistant Chief of Air Service, gave them a dinner on September 10, following which they became at the Chevy Chase Club a touch of romance and color at a dance. These young men by all reports are sitting on top of the world after having flown around it and the verbal statement by Lieut. Nelson, the eldest among them, that they are all confirmed bachelors, is not accepted in all quarters as being beyond the power of femininity to revise. It is not for a grounded writer to suggest that the weakness of Erik's case for all six men was indicated by anything which the sentimentally disposed may have thought they discovered during the dance at the Chevy Chase Club, but it is betraying no confidence to state that these flyers each present a picturesque appearance in a ball room and could be counted on to grace a wedding, whether as usher or bridegroom.

Nelson having flown the *New Orleans* to Bolling Field from the spot in Maryland where it was forced down on the trip from New York on September 9, the flyers were received by President Coolidge at the White House and by General Pershing at the War Department. The meeting with the General at Paris in July was recalled. Later they went to Walter Reed Hospital.

From the White House gardens were sent on the morning of Defense Day, several dozen red roses to Bolling Field to be dropped by the World Flyers on the Tomb of the Unknown Soldier. After circling the Capitol at 1.30 o'clock the aviators flew in formation above Pennsylvania avenue. Thousands of persons who had failed to see them on their arrival from New York were greatly recompensed. They noted with an undoubted thrill of pleasure and admiration the alluring manner in which the three world cruisers circled above the White House before turning towards the Tomb in Arlington. The aviators flying low over Arlington seemed almost to hover above the Unknown Soldier's resting place, then dropped the roses and departed, having maintained, in carrying out this mission of love and honor, the formation flown by them during most of their unprecedented undertaking.

**A**BOUT 2 o'clock the flyers returned to Bolling Field and stepped into two automobiles which, bearing on their sides a black and white announcement that the occupants were the Round-the-World Flyers of the Army Air Service, took a position in the Defense Day parade that marched down one of the most famous thoroughfares in the world from the Capitol to the White House where the President and his party reviewed it at the Zero Milestone. Along the entire line of march the flyers received spontaneous and hearty applause. These men, who had not flinched at the fogs and icebergs of the North Atlantic nor the burning skies of India, whose lives for months had been subject to countless unknown perils, bowed and smiled at the cheering multitudes and seemed nervously apprehensive, as though this thing of appearing in automobile formation should be listed among the hazardous occupations; exciting, but hard on a fellow's physique. Invited to see the parade from the Presidential Reviewing stand in company with the Secretary of War, General Pershing and other notables, they accepted, and found it easier to give than to receive.

Following a good night's sleep the World Flyers left Bolling Field for McCook Field, Dayton, Ohio, at 10:50 p. m. Friday, September 13.

These men are referred to frequently as the Magellans of the Air. They have not suffered on their Round-the-World trip many of the privations which other great navigators were forced to endure. Lowell Smith and his companions were not compelled at any time to eat parts of their rigging. Smith's crew did not become turbulent nor mutinous; it has been shown that they wear each other's underwear without the formality of per-

mission in writing. The World Flyers did not soar, as Magellan sailed, three months and twenty days over the Pacific without seeing inhabited land. But, like Magellan, Smith's ships were frail, his hardships many, and his problems new. And, like Magellan, he resolutely held to his course. Historians referring to Magellan's undying devotion to the end sought, find that nothing can be imagined that would surpass his achievement except a journey to some other planet. Smith and his bold company leave the World in the same predicament; except a journey to some other

planet there is now nowhere to go. This is all there is: there isn't any more. Or so it seems at first blush, although something may turn up. But in the meantime we can take a line from the classic writers and say of Lowell H. Smith what they so repetitiously have asserted concerning Magellan, that we have no hesitation in speaking of him as a Prince of Navigators. Also we will add on our own hook that these World Flyers all are connoisseurs no doubt in staple and fancy troubles, and that their fame will not diminish so long as mankind values their way of meeting them.



## When They Reached McCook Field They Were Home

ALBERT F. MAISH

"WE HAVE just passed Fairfield." For the past two hours, on Saturday afternoon, September 13, some ten thousand Daytonians had been following the flight of the World Cruisers by means of the radio. The Air Service radio airplane accompanying the flyers had broadcast frequent bulletins of their progress, so that from Columbus, Ohio, to Dayton, Ohio—familiar territory—one could almost imagine himself in the cockpit of the *Chicago*, sniffing the invigorating ozone of success.

"We have just passed Fairfield." All necks were stretched in an easterly direction. Soon on the horizon appeared the forerunner of the escort, the Barling Bomber, huge and majestic, with a Messenger airplane cavorting round it like a puppy tied to a string. Next appeared nine airplanes flying in formation, with the radio and camera ships off to the right.

Then flying low, very low, in their usual triangular formation came the World Flyers. The band blared, the whistles became hysterical, and Boy! that big crowd cheered! There were several very particular reasons.

Straight across the field they came, circled once, then straightened into line and landed. First, Smith and Arnold in the *Chicago*. Loud cheers. Then Wade and Ogden in the *Boston II*. Louder cheers. Finally the *New Orleans* with the pride of McCook, Erik Nelson and Jack Harding. A riotous and raucous roar, an epidemic of hats in air. A turn to the right, a short taxi to the line and the flyers had arrived, a little before twilight.

THEY all knew Nelson as soon as his head popped out of the cockpit; then came Jack Harding with the smile that he carried around the world. The crowd surged forward and during the pushing and pulling Mayor Hale presented each of the flyers with a suitcase on behalf of the city of Dayton. After a few short speeches the pilots got into an automobile and rode slowly in review before the excited and admiring onlookers, thence to the residence of Major Curry, Commanding Officer of McCook Field, where dinner was served. No formal reception was given them, this being reserved until their return. Just what the reception will then be is not fully known; however, one may be sure it will be rather large and palpitating as Nelson, Harding and Wade are all from McCook Field. Latest reports in the city of Dayton indicate that, if they are permitted to accept it, each of the flyers will be presented with \$1,250, Dayton's recognition of their achievement in flying around the world. [Secretary Weeks has since announced that any personal loss incurred by the aviators will be paid by the War Department out of available funds, unless the provisions of the appropriation act as passed by Congress prevent. In that case, Secretary Weeks states Congress will be asked to authorize a special appropriation for reimbursement of the flyers.—Ed.]

The flyers remained in Dayton over Sunday, September 14, when mechanics changed engines and overhauled the airplanes. On Monday morning, September 15, promptly at 10 o'clock, the three airplanes wheeled into line at the north end of the field and took off for Chicago.

## Historical Scenes Enacted After Reaching American Continent



Wide World Photo.

*Admiral Magruder of the U. S. Navy congratulating Lieut. Lowell H. Smith, Commander Round-the-World Flight, at Indian Harbor, Labrador, August 31, five months and fourteen days after they left Santa Monica, Cal. Lieut. Erik Nelson looms smiling alongside.*



Wide World Photo.

*Reading the message of commendation from the President of the United States. Admiral Magruder delivered the telegraphic greeting to the World Flyers on board the "Richmond," at Indian Harbor, Labrador.*

# Tumultuous Greeting for Flyers in Chicago

HUGH MCKAY

*In the stirring annals of aerial navigation, the recent World Flight of six American officers will ever be recorded as one of Aviation's greatest mileposts. The persistent attaining of the day's objective, whether along the fogbound stepping stones of northern oceans or through tropical storms, stands out as the most convincing and substantial achievement of the venture. Through characteristic daring, flawless organization and careful maintenance of well proved planes and equipment, the U. S. Air Service has once more rendered a remarkable contribution to world aviation.*

(Signed) M. G. CHRISTIE,  
Group Captain,  
Air Attaché British Embassy.

CHICAGO paid tumultuous welcome on September 15 to the six new kings of the air, the Round-the-World flyers of the United States Army, upon their arrival here after the 275-mile hop from Dayton, Ohio.

And Chicago's welcome came from the heart. A million craning necks, shouts calculated to penetrate the engines' roar at 3,000 feet, an ovation at every turn—hospitable old Chicago claimed the flyers as her own and pressed them to her heart.

Particularly pleased are they here that the flagship of the enterprise was the *Chicago*—that the first plane to complete the grand circuit was named for this city. They attach a great deal of significance to the fact. And while heartily grasping each hand and patting each back, there is that little sentiment which makes Smith and Arnold just a trifle dearer to them.

And Lieut. Smith, pilot of the *Chicago*, and Lieut. Arnold, his engineer officer, were invited to return to Chicago after the flight ends at Seattle, in a long wire, to General Mason M. Patrick. The telegram, signed by the Chicago Association of Commerce, follows:

We feel that eventually the flagship *Chicago* should rest permanently in the Field Museum here and we ask that you give this your earnest consideration and co-operation.

We appreciate your allowing the flyers to come to Chicago, and have enjoyed showing them our appreciation of their great work, although their stay is necessarily short.

We speed these fine representatives of our country and army to a completion of their flight, and ask that as soon as possible at least Lieuts. Smith and Arnold be allowed to return to Chicago that we may be afforded a further opportunity to express our appreciation of having carried the name of this city so successfully around the world.

JUST at 12:29 o'clock, central daylight time, your correspondent from his office in the Wrigley Building sighted among the darting gulls over the lake, the tiny specks which were the expedition and its convoy.

Casual crowds passed unconcernedly along the streets, unaware of the history-making arrival of the flyers. Then a siren on a steel mill far to the south opened wide its screeching throat. Another and another followed; the din became deafening as river steamers and ocean-going ships in the lake joined in the vociferous greeting.

In perfect formation the armada came up from the southeast. In the center, wedge-like, came the three Douglas World Cruisers, dwarfing the DHs and other machines convoying them. Leading, well ahead, came Major Martin, the ex-leader of the flight. Following the Douglas Cruisers came the DH4s and a Laird Swallow, 15 ships in all, in perfect close formation.

Crowds in the street thickened. Traffic stopped as policemen forgot their jobs to stare with the rest. Michigan Boulevard became a black mass of staring humanity. The direction was up. The new city stadium in Grant Park which was thrown open to the public held at least 100,000 people, city officials estimate. From the Wrigley Tower, the highest vantage point in Chicago, photographers and reporters hung, getting "inspiration" for their stories. Others lucky enough to get tickets monopolized the high-powered field glasses and telescopes.

Within a few minutes after heaving into sight the squadron passed the great white tower, the northernmost landmark of Chicago. Easily 2,500 feet up, the insignia on the sides of the Douglas Cruisers was discernible, although the words could not be read.

The whistling din continued, the crowds cheered—but to the men in the air there were nothing but puffs of white steam and fly-like masses of people in every thoroughfare.

Flying north almost to Edgewater Beach Hotel the flight wheeled and disappeared into the smoke enveloping the western part of the city. They landed at Checkerboard Field, the Air Mail Station at Maywood, at 12:55 p. m.

There they found an enthusiastic crowd which had gathered since early morning to be assured good view of the arrival. Hundreds of police held them in their places. A flight of ships from Chanute Field had arrived early to stand by for

The All Chicago Committee for the Reception of  
**The Round-The-World Flyers**

RECOGNIZING  
 the eminent services of  
**Lieut. Lowell H. Smith**  
 Air Service, U. S. Army

**C**hicago welcomes and speeds to the moment of complete victory the indomitable navigators of the skies who will forever precede all other men in a globe-encircling flight; who bring to their own United States the conquerors' assurance that man is master of the air as he has long been master of land and sea.

The marvelous pioneering feat which we celebrate marks the birth of a new epoch in world-history. It is the logical sequence of an invention which we nationally claim as our own. Devised by fellow-countrymen, it has been your privilege to demonstrate its possibilities by skill superb and daring unsurpassed. The cycle is complete.

You are justly acclaimed as superworthy bearers of your country's flag and gallant representatives of the Army whose traditions of self-sacrificing service are enriched by your unflinching courage.

Chicago (whose motto "I WILL" might well be your motto) lauds your accomplishment as Adventurers Supreme and takes you to its heart.

Chicago, Illinois  
 September 1924.

*George B. Foster*  
 Chairman All Chicago Committee

The Citizens of Chicago

*William E. Dewey*  
 Mayor Honorary Chairman

word that the Magellans were within escort distance. The Rantoul flight consisted of Major McChord, commanding; Captain Cousins, Lieuts. Hickey, Dawson, Castur, Rich, Peterson and Stevens.

Overcast skies, with low-hanging fogs had troubled the reception committee all morning, but by noon the mist had burned off and the sky was clear with good-to-high visibility.

**MAJOR-GENERAL** Harry C. Hale, commanding the 6th corps area, was the first to clasp Smith's hand as the flight leader vaulted over the side. As he and Smith were exchanging greetings, Mrs. O. S. Palmer of Cicero ran across the field to throw her arms around the neck of Lieut. Erik Nelson and kiss him. She is the wife of the army aviator who taught Nelson to fly early in the war.

All of the victorious flyers had friends or relatives awaiting them when they landed at Checkerboard. Lieut. Wade's father and sisters were among the first out to the ships. In the pressing, pushing crowd were many who called out by name or nickname to them as they shouldered their way through to the waiting cars.

Eddie Rickenbacker had provided, through his local agent, seven Rickenbacker cars, all decorated, for the world-circlers' use while here. After a brief ceremony and inspection at the field the party was whisked away to Riverside Country Club, nearby, for a private luncheon party.

The surging masses at Maywood had but fleeting glimpses of the six officers. But other entertainment had been provided. Two stunt flyers were assigned to entertain the crowds while the guests of honor went to luncheon. These two, retained by the Association of Commerce, were "Frenchy" Bouchard and "Dick" Powell, who exhibited their wares to the consternation and delight of the onlookers.

During the furore of the World Flight's arrival the Air Mail ship from the west bored in through the smoke and landed. The east-bound ship, waiting on the tarmac, received the load and pushed off on the next leg east. Silently, with matter-of-fact efficiency, taking scarcely any notice of the thrill over the historic event that Maywood field was experiencing.

Police had profited by the demonstration at Dayton, where crowds broke the line and made landing difficult for the escort by surging around the first arrivals. Double lines of police held crowds in check with the result that the field was clear, though surrounded by a shouting, jumping phalanx of enthusiastic visitors.

The field was manicured within an inch of its life. The crew had been out at dawn flicking off imaginary specks of dust. Bunting and flags covered everything. The air was tense with the crowd's admiration at the breath-taking enterprise of the heroes of the day.

From the terrace across Roosevelt Road, wounded veterans in Speedway Hospital waved crutches and caps, cheering for their brothers-in-arms across the field.

**AFTER** a short rest following the luncheon, the flyers inspected their ships carefully, with curious crowds looking on, then were taken on a Cook's Tour of Cook County—or that part of it immediately surrounding Chicago. This was followed by a dinner at the Drake Hotel at six o'clock. The dinner was held under the auspices of the All-Chicago Committee, and was attended by 500 or more prominent business men who turned out in welcome. Twenty-five citizens of Cassopolis, Michigan, a self-appointed reception committee from Lieut. Wade's home-town, attended in a body.

General Hale, introduced the intrepid army men. He laid much stress on the high degree of their efficiency.

Major-General George Harries followed this with his presentation address, in which he said:

It is not for me even to sketch the keen national interest which was apparent throughout your flight—the hopes, the sometime fears, the joy felt and proclaimed when you again landed on our soil. If the desires of our people could have produced results at long range, there would have been no difficulties, no mishaps, no hardships; you would have come through at top speed—upborne and hastened by the supporting sympathy of a nation.

But you came through—on your own—after enduring the fierceness of heat, the numbing cold, the mental stress and great weariness of body, and to be welcomed by this enthusiastic admiration makes additional demands on your powers of endurance.

On Wednesday morning, September 17, although overcast, the expedition punctually pushed off westward for Omaha. Lieut. R. C. Moffatt, official advance man for the American leg of the flight, proceeded to Omaha in his Curtiss Racer soon after the triumphant entry here. Capt. Frank H. Pickard who flew the broadcasting radio ship up from Dayton, returned there early in the afternoon. He was accompanied by L. A. Hendricks, operator.

Chicago had good recuperative powers after the Big Fire, and she may show fine form now in recovering equilibrium; but it is going to be some time, brothers, until the thrills of yesterday in this city may hope to be repeated.

# Navy's Part in Success of World Flight

THADDEUS NELSON SANDIFER

KBW of Hartford, Conn., writes U. S. AIR SERVICES as follows: "I was awfully glad to see our Navy Locatelli."

**T**HE average Army man who was fortunate enough to get to France during the late war, if asked about the Navy's part in that affair would perhaps remember two things; first, that a Navy ship got him over there and back, and second, that if he happened forgetfully to stand for a moment in any part of said craft some fiend in Navy dun-garees would emerge from nowhere, and

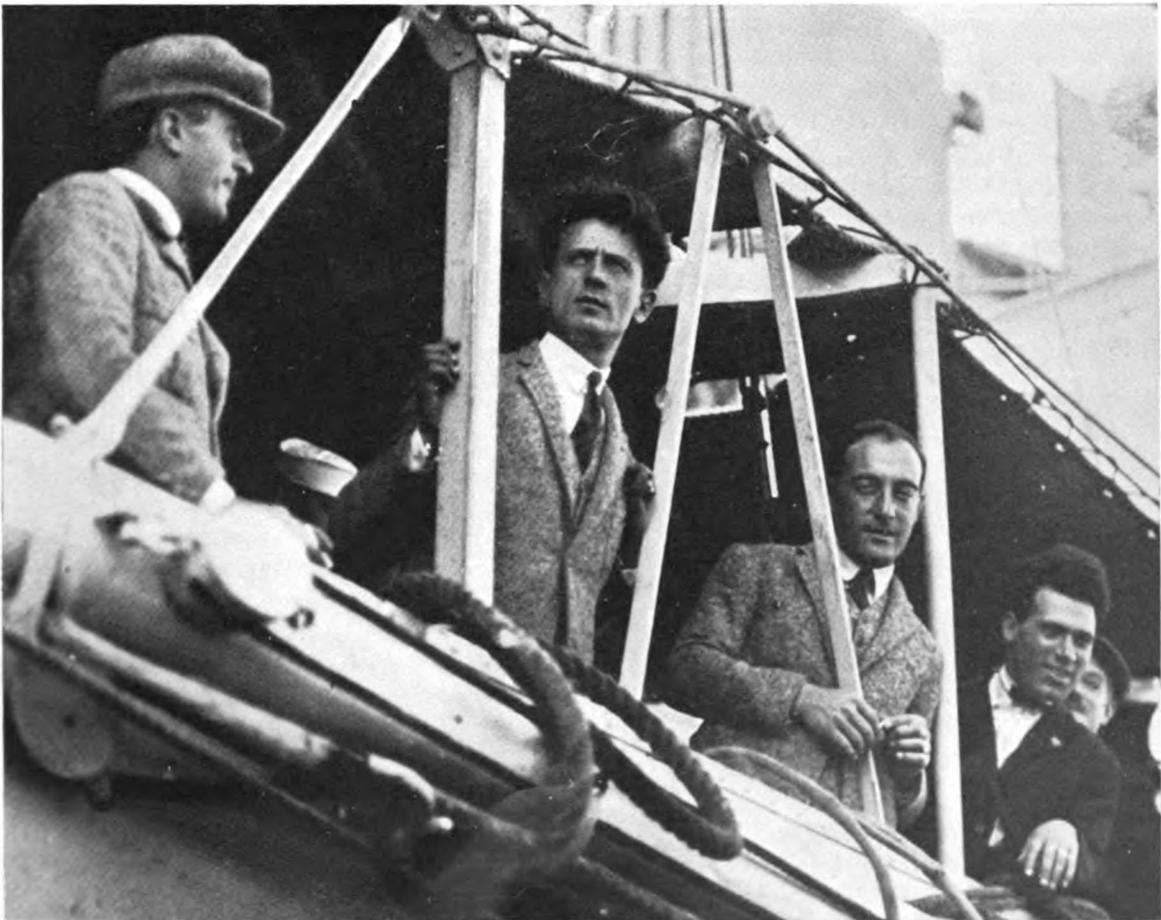
## HE SAVED LOCATELLI ARTHUR BRISBANE

**A** SIGNALMAN, Willis Pinkston, on board the United States fighting ship *Richmond*, was high up on the steel tower in the night. It was his business to see everything and he was attending to business. He reported a faint glimmer of light far away. The ship, changing her course, picked up the plucky Italian flyer, Locatelli. It was his flare that signaled Pinkston.

Pinkston has been publicly commended by Captain Cotten, of the *Richmond*, and that is good as far as it goes, but it doesn't go far enough. This writer will contribute \$100 to start a fund that would express more substantially public appreciation of Signalman Pinkston's good eyesight. Many Americans of Italian blood and others might like to contribute to such a fund. Perhaps the Italian language newspapers will promote it, and the Italian embassy receive contributions. Much money would be needed to represent the value of a life such as that of the brave Italian flyer.

uttering the gob's war-cry, "You can't stand there, soldier," would proceed to slop up the vicinity with cold water from a fire-hose, a section of which was popularly supposed by the Army to be issued to Navy recruits with their sea-bags.

Nevertheless, the Army and Navy made a great team; consequently when so stupendous an undertaking as the Round-the-World Flight by Army airmen was



(c) Underwood and Underwood

Locatelli, the Italian flyer, who was lost and was found, returns on September 3, to New York with his companions.

planned, it was natural that the Navy should be given a part to play, a part they played well.

At the outset it was realized that the crossing by aircraft of the great stretches of open sea on both the Atlantic and Pacific wings of the flight was the greatest difficulty to be overcome. The most obvious precaution suggested by earlier experience was to have Naval craft stationed at selected points along the way, and this service the Navy gladly and effectively undertook.

Fifteen destroyers and three cruisers were assigned to the work, while Coast Guard vessels also participated. The latter distributed supplies and furnished radio weather reports on the flight through the Aleutian Islands, and two of these cutters maintained close contact with the Round-the-World flyers until they reached the Kuriles in Japan. Two destroyers, *Perry* and *Hull*, convoyed the planes up to the Aleutians.

The general mission of the Navy on the Pacific wing of the expedition was to transport the necessary advance party for the flight to the Kuriles, Japan; also to guard the passages and maintain radio communication from Kagoshima, Japan, to Shanghai, China, and from Shanghai to Calcutta, India. Japanese destroyers, stationed with oil and gasoline supplies along a 500-mile course through their home waters in the Kuriles, rendered valuable surface assistance to the flyers. Besides the U.S.S. *Perry* and *Hull*, the destroyers *Pope* and *Ford* were stationed in the Kuriles, while the destroyers *W. B. Preston*, *Pope*, *Pruitt* and *Sicard*, formed a chain of station ships and communication vessels across the Yellow Sea and clear to Calcutta. From there the flight was overland to Hull, England, where the Navy took up its work of aiding the even more difficult transatlantic wing of the journey.

**WHAT** Lieut. Smith and his comrades most needed was accurate information as to weather, direction and force of wind, and an accurate check of their own compass bearings in flight. It was therefore essential to have good communication at all times. Radio was impractical for the planes because its weight tended to cut down the abilities of the machines considerably; therefore other signalling systems had to be invoked.

To aid the flyers in accurate navigation of their course, as soon as the flash was received by a destroyer on station that the Army men had hopped off from a harbor base, the ship's nose would be swung around to point the proper direction, as viewed from above; to indicate wind velocity and

direction the ship sent out clouds of heavy smoke; for more lengthy communication with the planes overhead, signal panels were spread on deck.

The furnishing of accurate weather information in advance of the long jumps over the open ocean on both sides of the flight was among the Navy's most valuable contributions to its success. While the Army flyers chose the best routes they could under the conditions, their line of flight was beset with the most trying of weather hazards. The assignment of destroyers and cruisers to man the route made it possible to transmit accurate weather reports and meteorological data by radio to the various starting points, enabling the flyers to estimate their chances with the storms of the northern latitudes and time their jumps accordingly.

Besides this valuable aid, the chain of Navy ships strung out over the water was a reassuring safeguard in event of a forced landing. While the planes were of course equipped for such emergencies, as seaplanes, still the prospect of floating about the open ocean on such a frail craft, exposed to Arctic weather perhaps, was not inviting. By checking off the aircraft as they passed over the line of flight and reporting their progress by radio, the Navy ships endeavored so to localize the possible area of search in case of accident as to reduce to a minimum any such danger.

**THE** course of the World Flyers over the North Atlantic was protected by three cruisers and seven destroyers, under command of Rear Admiral T. T. Magruder, commanding the Light Cruiser Division of the Scouting Fleet. This task involved even more thorough organization and attention to detail than did the previous assignments.

The Navy force was spread from Kirkwall, in the Orkneys, to the North American mainland; with the flagship, the *Richmond*, at Kirkwall, and the cruiser *Raleigh*, at Hornafjord, Iceland. The cruiser *Milwaukee* acted as supply vessel, planted the necessary anchors and made other arrangements at the various landings en route home, including Pictou, N. S., Hawkes Bay, Newfoundland, Cartwright and Indian Harbors, Labrador, and thence to the southern point of Greenland to act as station ship. The destroyers *Reid* and *Billingsley* were station ships between Iceland and Greenland. Five other destroyers, the remainder of the force, covered the ocean from Ivigtut, to the mainland, then convoyed the Army planes down the coast to Halifax, N. S., where their task ended.



Official photo U. S. Army Air Service

*Dog sleds were used by advance officers in investigating the Round-the-World Flight Route.*

## Who's Who With the World Flyers

### LIEUT. LOWELL H. SMITH

**L**IEUT. LOWELL H. SMITH, commander of the Round-the-World flight, was born at Santa Barbara, Calif., on October 8, 1892.

The following biographical sketches of the World Flyers appeared recently in the *Washington Star*.

In 1912 Smith was graduated from San Fernando College, California, after which he was for a time superintendent of the Betty O'Neal Mines at Battle Mount, Nev.

When the United States entered the World War in 1917, Lieut. Smith enlisted as a private in the Aviation Section of the Signal Corps. During the summer of 1917 he was graduated with a good record from the Military School of Aeronautics at the University of California, after which he was given flying instruction until October, when he was qualified as a pilot. In December of the same year he received his commission as a first lieutenant, at which time he was undergoing a course in the Aerial Gunnery School at Rockwell Field. When this was completed he was ordered to England, where he was receiving intensive training in Handley Page planes, preparatory to undertaking heavy bombardment over the lines when the armistice was signed.

Upon his return to the States Lieut. Smith forged swiftly to the front rank of the Air Service pilots. In 1919 he took part in the Transcontinental Reliability and Endurance Contest from New York to San Francisco, and was ahead of all the contestants until he reached Chicago, where an unavoidable delay forced him into second place.

In 1920 and 1921 he particularly distinguished himself in carrying out the work of airplane forest fire patrol throughout California, Washington and Oregon during a time when unusually fierce fires menaced the timber lands of all three States. He was practically in charge of the patrol, which under his efficient direction resulted in the saving of millions of dollars of government timber as well as valuable private holdings.

It was during this period of fire fighting, that an incident occurred which indicates the character of the man who is now leading the World Flight to victory.

Lieut. Smith was flying, in company with another ship, over a dense section of the Oregon forests, observing the fires below, of which there were a great many. As soon as a fire was discovered it was the practice to report it by radio to the patrol headquarters, so that a fighting squad could be sent out. Lieut. Smith's record for radio communication had been perfect up to that time, a fact of which he was justly proud. This particular flight had not been started long when the pilot of the second plane was startled to see Lieut. Smith's ship performing a series of erratic manoeuvres. He flew down closer and was amazed to observe Smith climbing out of his cockpit onto the wing of his plane, leaving the heavy De Haviland in the hands of his passenger, a forester, who had never before held the stick of a plane. While the other pilot held his breath, watching the plane slow to perilously near the stalling point Lieut. Smith climbed far out onto the wing, kicked the guard from the radio generator propeller, which had been secured by some mistake, and jumped back into his cockpit just in time to keep the plane from going into a tailspin in the hands of the terrified forester.

"Had to keep up communication," was Smith's calm explanation at the end of the flight.

In 1923 Smith flew one of the Army planes in the Liberty Engine Builders' Race at St. Louis. He also gained considerable fame when he and Lieut. Richter succeeded after three attempts in carrying out a non-stop refueling flight of more than 36 hours. Soon after this he made a record non-stop flight from the Canadian to the Mexican border, his plane being twice refueled from another ship during the flight by means of a hose connection from the plane above.

Lieut. Smith has a total flying time of about 1,700 hours, of which 1,000 hours have been made in cross-country work. He has flown about 100,000 miles. His wide cross-country experience was one of the deciding factors in his being chosen for the World Flight, along with his exceptional ability to find any location for which he sets out. He seems to possess an almost uncanny instinct for picking out his destination, whether he has flown over the terrain before or not. An illustration of this is seen in the description of the flight which Smith led from Rockwell Field in 1922, when a wide search was being made for Col.

Marshall and Lieut. Webber, who had disappeared en route to Huachuca, Ariz.

It was desired to find the hut of an old Indian guide who lived "somewhere about 110 miles southwest of Nogales." With no more information than this, except for a meagre description of the country about the hut, Lieut. Smith set off and headed southwest over the high mountain ridges and desert valleys which compose that region. To a layman this would seem like a hunt for the proverbial needle in the haystack, and yet at the end of an hour and a half Smith's plane was seen to dive suddenly, and when the other flyers followed they saw below them the tiny shack for which they had been searching. Without a railroad, river, town or any other landmark to guide him, Smith had located this minute speck in the hills of Mexico, a cross-country flying feat which has seldom been equaled, unless by himself on the present flight.

#### LIEUT. ERIK H. NELSON

**L**IEUT. ERIK H. NELSON, the engineer officer of the World Flight, was born in Stockholm, Sweden, June 12, 1888. He was educated for an engineering career until he reached the age of 17, when dissatisfaction with his life and the lure of adventure drew him to sea. He shipped upon a German vessel and in the five years which followed he sailed under almost every flag and in all parts of the Seven Seas.

Nelson relates a rather humorous incident in connection with his first landing upon American shores. His ship had touched at Biloxi, Miss., where he went ashore for a few hours. During his wanderings about the streets he chanced to stop before a drug store window, through which he saw several children partaking of ice cream sodas, although at the time Nelson had no idea of what they were eating. The manifestations of enjoyment which the children were making almost overcame the extreme bashfulness of the man who was later to become a famous flyer, but he could not quite summon up enough courage to enter the store and inquire of the druggist the nature of the strange concoction. He resolved, however, that at the earliest opportunity he would learn its name and investigate its apparent delights for himself.

While he was in New York he was prevailed upon by relatives to quit his roving life and complete his education. Some time later he was graduated from the Technical University of Stockholm and took up engineering work, spending a short period in the automobile business and finally taking up the subject of aeronautics. He served with the Curtiss Aeroplane Company as an aeronautical motor expert, and prior to his entry into the U. S. Air Service he had had seven years' experience both in this country and abroad on internal combustion motors.

As early as 1916 he had learned to fly seaplanes and flying boats, a knowledge which proved of inestimable value when he entered the military service in 1917.

In April, 1918, he was commissioned a second lieutenant, and in 1920 he received a commission in the Regular Army as a first lieutenant.

Lieut. Nelson has a great many wonderful flying achievements to his credit, including a greater amount of cross-country experience than any other officer in the Army Air Service. He took part in the Gulf-to-the-Pacific flight in 1919, acting as engineer officer, in which capacity he also flew in the Alaskan expedition from New York to Nome in 1920. It was on this flight that he became so

well known for his ability to diagnose motor trouble and also for his dependability and readiness to work overtime to insure success of his mission.

On one occasion, during a five-and-a-half hour flight to Hazelton, British Columbia, Nelson spent the last part of the hop riding out in the bitter cold on the fuselage to the rear of the second cockpit in order to balance a sudden nose-heaviness of the plane. Although nearly frozen by the icy blasts which swept back upon him from the propeller, he remained upon the fuselage until the last second of the flight. When the plane landed at Hazelton, the landing gear caught in a depression and was wrecked, the ship stopping with such suddenness that Nelson was catapulted clear over the top wing and hurled to the ground.

The other flyers, observing this from the air, landed as expeditiously as was consistent with safety and hurried over to the other plane expecting to find Nelson badly hurt. When they arrived they found Nelson hard at work, in spite of his bruises and shaking-up, repairing the damaged landing gear so that there would be no delay in the flight. It was this quality in the man's make-up which won him the admiration of every one.

Lieut. Nelson has more than 1,600 flying hours, of which more than 800 hours have been made in cross-country flights, over every kind of terrain. He is a skillful pilot in addition to being a motor expert, and above all he is, to quote an Air Service officer who knows him well, "a real man and a wonderful friend."

#### LIEUT. LEIGH WADE

**L**IEUT. Leigh Wade, pilot of the third round-the-world plane, which came to disaster recently was born at Cassopolis, Mich., February 2, 1896. He served as a private in the Michigan National Guard from June, 1916, until a short time after America's entry into the World War, when he was transferred to the aviation section of the Signal Corps. In December, 1917, he was commissioned a first lieutenant.

He received his instruction in flying at Toronto, Canada, where he was temporarily attached to the Royal Air Force. When his training was completed he was designated a pilot and was assigned to duties of an instructor with the Royal Air Force. Some time later he was ordered back to the United States Air Service, where he also served as an instructor until August, 1918, when he joined the A. E. F. in France. Here he served until July, 1919, during which time he performed in succession the duties of test pilot, chief instructor and finally commanding officer of the 120th Aero Squadron at one of the largest American training centers in France.

When the armistice was signed Lieut. Wade was ordered to the technical information section of the Air Service in Paris. Upon his return to the United States he was attached to McCook Field, Dayton, where his unusual ability and wide experience gained him the position of test pilot. In this capacity he flew every type of American airplane and also many other makes, undertaking a number of important tests and soon becoming one of the best pilots in the service.

In addition to this ability as a pilot Lieut. Wade is a photographic officer of repute, having participated in a large number of important mapping and photographic expeditions, chief among which was carried out in the mountains of New Hampshire and Vermont in 1921.

He was one of the Army pilots who took part in the bombing manoeuvres off the Virginia coast when the three German vessels were sunk. Lieut. Wade also holds the altitude record for the Martin bomber, the twin-motored plane of the Army. Previous to the World Flight, Lieut. Wade was attached to Bolling Field, Anacostia, D. C., as engineer officer.

Wade has a serene, cheerful disposition which has gained him the nickname of "Happy" among the Air Service men, who know him best. Usually he finds little difficulty in living up to this sobriquet but twice on the World Flight he has been unable to do so. Once, of course, was the time when his plane was forced down when success was so near. The other time—and it has been said he was almost as much disturbed—was at the time of the World Flyers' arrival in London.

The other pilots had provided for this occasion by carrying with them, or else sending ahead, their best uniforms. Wade, by some error, had failed to do so. When the other pilots shed their travel-stained garments, and appeared all spick and span Wade's chagrin knew no bounds, for ordinarily he is somewhat of a Beau Brummel.

#### LIEUT. LESLIE P. ARNOLD

**LIEUT. LESLIE P. ARNOLD**, World Flyer, is the son of Mrs. Cora L. Arnold of New Haven, Conn., at which city Lieut. Arnold was born on August 26, 1893.

When the United States entered the World War, Lieut. Arnold enlisted in the Signal Corps, Aviation Section, where he quickly showed such aptitude that he was assigned to an early class at the Military School of Aeronautics, Princeton University, where he received his ground instruction. After his graduation he was given elementary training in this country and was then sent overseas. Upon his arrival in France he was sent to the 3rd A. I. C., a large aviation instruction center at Issoudon, where he was taught acrobatics and advanced flying.

He was found to be so proficient that he was retained at Issoudon as a flying instructor for later students. Finally, however, he managed to be sent to the front with the 1st Observation Squadron, which was more in accordance with his wishes. He served with this organization until the close of the war, winning considerable reputation in the zone of the advance.

When the American forces entered the area of occupation Lieut. Arnold moved up with the 1st Observation Squadron and remained until July, 1919, at which time he returned to the United States. Upon his arrival he was recommended for photographic work and was assigned for special training in the Air Service Photographic School, from which he was graduated in 1922.

Previous to his being ordered to Langley Field, where the World Flyers were training in navigation and becoming familiar with the Douglas planes, Lieut. Arnold was stationed at Bolling Field, Anacostia, D. C., where he was known as a quiet, courageous and thoroughly dependable officer as well as a pilot of unusual ability. He was named as an alternate pilot, but when the plans were completed it was decided that Arnold should fly with Lieut. Smith as mechanic. That is, of course, a technical designation inasmuch as Arnold is a qualified pilot and as such he has flown many of the long miles which the Douglas cruiser has covered.

His flying time is about 1,500 hours, of which more than 800 were made in cross-country work, so that he is em-

inently fitted to be a member of the illustrious team which has conquered the waste lands of the earth and is now heading home to victory.

Like the others of the Flight, Arnold is unmarried.

#### LIEUT. JOHN HARDING, JR.

**LIEUT. JOHN HARDING, JR.**, who is accompanying Lieut. Nelson on the World Flight, is the son of Mrs. Roberta Chase Harding of 1803 Camden drive, Beverly Hills, Calif. He is 27 years of age.

At the outbreak of the war in 1917 Lieut. Harding enlisted in the Aviation Service at Fort Oglethorpe, Ga., from which he was sent to the Air Service Mechanics Training School at St. Paul, Minn. At the training school he was among the first in his section and when he was graduated it was with a very creditable record. A natural understanding of internal combustion motors and a keen desire to learn quickly brought him to the attention of the officers under whom he served so that he was given favorable opportunities for advancement. He rose steadily, soon attaining the grade of master sergeant, which is one of the important ranks in the non-commissioned branch of the Air Service.

He was one of the mechanics picked to accompany the pilots in the famous Round-the-Rim flight which was made in 1919. His service on this flight was one of the factors which caused him to be chosen for such important duties later on.

In 1920 he was stationed at Bolling Field, Anacostia, D. C. In 1921 he was assigned as an aviation mechanic at McCook Field, Dayton, where he was given many important duties. Long before the World Flight had become definitely established there was a great friendship between Lieuts. Nelson and Harding, a friendship founded both on the personalities of the two men and their common love and understanding of mechanical matters. It was but natural, then, that when Lieut. Nelson was named as one of the pilots of the Round-the-World flight, he should send in an urgent request to the Chief of Air Service that Harding be assigned as his mechanic.

The request was speedily granted, and Harding, who had already passed examinations for a commission in the Reserve Corps, was called into active duty as an Air Service officer.

While Harding's actual time in the air is less than that of the other flyers, unless it be that of Ogden, his mechanical knowledge and his capacity for hard work under the most trying conditions have made his services of special value on this unprecedented flight.

#### LIEUT. H. H. OGDEN

**LIEUT. H. H. OGDEN**, who acted as mechanic for Lieut. Wade until the fateful moment when their plane was forced to an unfortunate end on the hop from Kirkwall to Reykjavik, is a native of Woodville, Miss., and is a son of E. D. Ogden of that place.

Lieut. Ogden is only 23 years old, and is therefore younger than any of the other World Flyers, but in the brief time in which he has been in the service he has made a wonderful record and has attained the rank of a commissioned officer from the grade of private, and this solely as a result of his skill, ability and hard work.

In 1919 Ogden was a staff sergeant. In 1921 he was on duty at the aviation repair depot, Montgomery, Ala., where he performed such excellent work that he was

given special assignments of duty. In 1922 he was transferred to the chief pursuit group at Ellington Field, Texas, where his unusual grasp of mechanical matters and his continued willingness to work brought him under the eyes of the officers who later were concerned in the World Flight.

When Lieut. Wade was designated to fly one of the planes on this momentous flight he picked Ogden for his mechanic, an enviable position, which many commissioned officers would have been glad to fill. When

Ogden left the United States at the beginning of the flight he was still a staff sergeant, but the machinery of the War Department was already in motion to reward him for his excellent service and the fine record which he held. When the flight reached Shanghai, China, on June 5, 1924, a cable was awaiting Staff Sergeant Ogden, announcing that he had been commissioned a second lieutenant in the United States Army and would assume his rank at once. Twenty-three is young to have one's name written in the book of enduring fame.

## Names Written in the Golden Book of Humanity

MAJOR V. CASAJUS

Military Attaché, Spanish Embassy

**L**IEUTENANT Smith and his bold companions have already incorporated their names in the golden book of Humanity in which the glorious names of Columbus, Magellen, Elcano, Vasgo de Gama, Cabral and others are indelibly written with pride for their own countries and admiration from all civilized races. For their strength of character, energy and determination, and above all their remarkable endurance, are second to no one in history.

For anyone who realizes what danger does mean to any life, their 300 hours of actual flight represent 18,000 minutes of anguish and anxiety on the wings of their ships facing death every second. I do not believe that such a strain has ever before weighed so continuously upon the hearts of any human being; while their beloved mothers waited in content and resignation for the outcome of this supreme struggle which has advanced the cause of Humanity and the glory of their own country.

To me, as a close observer of the American Army, the true motive power of the accomplishment of such a wonder lies in the "spirit" infiltrated since the armistice into the personnel of the Air Services, both in the Army and in the Navy of this country, which to my mind can be synthesized as follows:

Aviation was born in the United States and soon afterwards it went to Europe where it was developed to a surprising perfection, during and on account of the Great War. But now that the War is over it should be brought back here, again, in order that the United States might be the country which would enjoy the privilege of investigating its innumerable potential possibilities for the benefit of the entire World. And this should be done at no matter what cost or sacrifice.

Public opinion should realize, here and elsewhere, that the armies of this and other countries are being and always have been the pioneers of progress and civilization. . . . The fighters, paving the paths for peace and advance. . . . The eternal paradox! For Majors Martin, Blake, Paes, Garmento, Zanni and Commander Reed; Capt. MacLaren and Lieutenants D'Oisy and Locatelli have also associated their names with these dangerous exploits in order to discover the possibilities of the airplane for the welfare of mankind.

And all of them have done so with their indomitable will and resourcefulness combined with their spirit of self sacrifice and abnegation which are the priceless virtues inculcated in the minds of all soldiers.

Their display has been an offer to finance, commerce and industry; and yet, none of them expects to get even an honorary reward. The writer asked other officers of the

Air Service about the kind of stimulus these officers were to have, and the answer was this: "They had enough with the glory. One hundred and fifty of us volunteered for this trip and these officers were the lucky ones to get this exclusive chance. What more do they want?"

As an officer myself, I feel proud of such an achievement, and as a member of civilization I pay my tribute of admiration to them, shouting from the pages of U. S. AIR SERVICES:

Praise be to Progress! Praise to these brave pioneers! Praise to the leaders of both Air Services in this country: General Partick and Admiral Moffet, with whom the entire civilized World is contracting a debt of gratitude which future generations will be able to appreciate much more than we do now.



Harris & Ewing

Maj. V. Casajus.

## Lest We Forget

LIEUT. ST. CLAIR STRETT

Commander 1920 Air Service Flight to Nome, Alaska, and Return

### APPRECIATION FROM ORVILLE WRIGHT

**U.** S. AIR SERVICES asked Mr. Orville Wright for a few words concerning the Round-the-World Flight and has received from him at Dayton, Ohio, on his recent return from camp at Penetanguishene, Ontario, Canada, the following telegram:

*"A magnificent flight, carefully planned, well prepared for, and splendidly performed. This flight, which could scarcely have been dreamed of a few years ago, is another prophecy of the usefulness of the airplane which will come with the continued advancement of the art."*

(Signed) ORVILLE WRIGHT.

SOMEWHERE on the bleak and barren Alaskan peninsula may be found a mass of twisted wreckage, the bleaching bones of the World Cruiser, *Seattle*, a monument to the shattered ambitions of Major Frederick L. Martin and Sergeant Alva Harvey.

In this hour of triumph we must not forget the brave and generous men whose high hopes of accomplishment were dashed by misfortune. The story of their courageous fight, against hunger and bitter cold, will remain long in the memories of the people who choose to live on those forbidding frontiers.

Every Air Service officer has dreamed of the first flight around the world and has pictured himself as a member of the group of adventurers who would succeed in this daring undertaking. Major Martin threw himself into the task of safeguarding the expedition against failure, perfecting the plans which it was hoped would bring to our country the honor of being the first to circumnavigate the globe by air.

When the flyers left Seattle on April 6, 1924, these intrepid airmen were embarked upon a flight such as never before had been attempted by aircraft. It carried them over an ocean bordered by a high, rugged land, almost uninhabited, through fog, rain and snow. These conditions continued unceasingly, growing worse as the expedition advanced north and to the westward, but with courage and determination the flyers forged steadily towards a distant goal.

In spite of the barriers everything went well



MAJOR FREDERICK L. MARTIN

until mischance forced Major Martin, the commander, into the icy waters of the Shellikof Straits with engine trouble. His comrades proceeded upon his order to a safer harbor, but from that time on, misfortune dogged his footsteps. Finally upon leaving Chignik for Dutch Harbor he was caught in a dense fog and his gallant ship struck the peak of an invisible mountain.

His companions waited at Dutch Harbor for news, deeply anxious, chafing in their inability to assist in the search for their leader. Finally after days of waiting, word came that Major Martin and his mechanic had reached Port Moller, ending the ten-day vigil of anxiety.

When Major Martin and Sergeant Harvey returned to the United States facilities were placed at their disposal so that they might immediately rejoin the expedition and continue with it. This is an indication of the esteem in which the War Department holds these men. But with the usual fine sportsmanship of this officer, Major Martin's answer was that he could not agree to any proposal which could possibly detract from the credit so hardly won by those of the flight who had succeeded without him.

# Tributes to Flyers from Men High in the Government

*History will forever record, if only in two lines, the dates and names connected with the first human flight around the world.—ARTHUR BRISBANE.*



(c) Underwood and Underwood.

WORLD FLYERS IN FIRST PICTURE WITH MAJOR-GENERAL PATRICK, CHIEF OF AIR SERVICE, UPON ARRIVAL AT NEW YORK

From left: Lieut. Harding, General Patrick, Lieuts. Smith, the commander, Wade, Ogden, Arnold and Nelson.

## FLIGHT MARKS NEW EPOCH IN HISTORY, WRITES SECRETARY OF STATE

**O**UR *World Flyers* have taken their place with the most intrepid explorers and pioneers, whose courage, unflagging persistence and extraordinary skill have dignified and enriched humanity. We are thrilled with patriotic pride at their exploit and at the new prestige they have brought to our flag. It is not too much to say that this flight marks a new epoch in history, and again heroism and scientific achievement go hand in hand.

(Signed) CHARLES E. HUGHES.

## SECRETARY OF WAR PROUD OF FLYERS AND THEIR EQUIPMENT

**T**HE Hon. John W. Weeks, Secretary of War, was asked by U. S. AIR SERVICES for a statement which would give expression to the value placed by him upon the successful completion of the

first flight around the world by officers of the United States Army Air Service. He replied as follows:

The members of the United States Army Air Service who have recently completed the flight from the Pacific to the Atlantic Coast of the United States have performed an extraordinary feat. Magellan's journey around the world opened up the routes along which now moves the thriving commerce of the Seven Seas. The journey of our flyers over the oceans may likewise initiate a new form of commerce which will bring the nations even closer together. The progress of the civilized world depends upon progress in transportation and communication.

As an American, I am proud that this feat has been performed by personnel of the United States Army, traveling in American-built airplanes.

## WORLD FLYERS PERSONIFY SPIRIT OF GREAT NAVIGATORS OF THE PAST

**T**HE feat performed by our round-the-world flyers is a notable one. It is a milestone in the development of communication by air. Civilization depends on communication and has been developed by it. In the past

there have been but two great avenues of communication—the land and the water. Now we are adding to them a third—the air.

World tradition is filled with the deeds of daring navigators and of gallant explorers. The names of Hanno, Pytheas, Nearchus, Lief, Vasgo de Gama, Columbus, Magellan, Drake, leap to the mind when we think of daring achievements on the high seas. The names of Marco Polo, Balboa, Champlain, Stanley, Lewis and Clark, and countless others personify exploration by land. With these pathfinders rank our round-the-world flyers. In them, as in the navigators and explorers of the past, is exemplified the restless spirit of endeavor that has made modern civilization.

(Signed) THEODORE ROOSEVELT,  
*Acting Secretary of the Navy.*

**SHOULD AWAKEN NEW NATIONAL CONSCIOUSNESS**

**T**HE successful completion of the Round-the-World flight by American flyers in American aircraft is truly an epochal achievement in the development of aviation.

Surely this crowning achievement in a long list of development of aeronautics in this country should serve as an inspiration and awaken us to a new national consciousness of the importance of aviation in international contacts, world commerce, and national defense. As a nation, we thrill with pride at the accomplishment of these brave and determined men who have driven their planes around the globe in the face of hardship and danger.

(Signed) W. A. MOFFETT,  
*Rear Admiral U.S.N.  
Chief of the Bureau of Aeronautics.*

**TRADITIONAL COURAGE OF TRUE PIONEERS**

**T**HE homage of America and, indeed, of all the world, is the fitting reward for the intrepid army flyers who have circumnavigated the earth by air. With the traditional courage of true pioneers, these men have added new glory and prestige to the spirit of courageous accomplishment which has ever marked our national progress. Through their daring and indomitable spirit evidenced in their flight from goal to goal, they have brought us into a new epoch in the history of the conquest of the air. I gladly join with all true Americans in rejoicing that these brave and hardy spirits should be the first to bring to realization our dreams of circling the world by navigation of the air.

(Signed) HARLAN F. STONE,  
*Attorney General of the United States*

**PRAISE FROM POSTMASTER GENERAL**

**T**HE Postmaster General is head of the Air Mail Service and as such is in a position to speak with authority concerning the achievement of Army flyers in circling the globe by air. Hon. Harry S.

New, the Postmaster General, expressed himself as follows, for publication in U. S. AIR SERVICES:

The feat of the Round-the-World Flyers is one of the most important and far-reaching in its results ever recorded in history. America is justly proud of the great credit they have brought to the country and to the flag. It cannot fail to have enormous influence in the development of aerial navigation.

**DREAMS COME TRUE**

**D**ETERMINATION, backed by scientific knowledge and experience, has again made dreams come true. The U. S. Round-the-World Flyers on the last and perhaps easiest lap of their long journey have succeeded where others failed. When they landed on the home field they had returned to the zero mile post and had established the world's air route, closing a definite epoch in scientific advancement and setting up a new mark for future progress.

(Signed) HUBERT WORK,  
*Secretary of the Interior.*

**THIS ACHIEVEMENT SHOULD STIR US TO MAKE UNITED STATES LEAD THE WORLD IN AIR**

**I**MMUTABLE history will record the names of the American aviators who in this year of 1924 accomplished the aerial circumnavigation of the world. It will credit American enterprise, American perseverance and American courage with this achievement. The pioneer spirit of the United States has triumphed over the vast spaces of the air through the men and machines which braved the heaving sea, the blazing deserts of

**A NEW VOYAGE OF DISCOVERY**

*The successful circling of the globe by the American Airmen is comparable only to that first epoch-making voyage by Magellan. It proves that men today still possess the courage, skill and persistence of those early navigators who opened up new currents of trade and thought and gave to the world an age of discovery equalled in interest and usefulness only by our own.*

*The airplane may alter our whole manner of living. It has already proved a practical agency for transportation over long distances; and it is merely a question of time now until it is so perfected that it will come into general use. When that day arrives, it is inevitable that people everywhere will be brought into closer contact and that airplanes will complete the work which steam and electricity, telephones, moving pictures and the radio have already begun in overcoming natural barriers and helping people better to understand each other.*

(Signed) A. W. MELLON,  
*Secretary of the Treasury*

the tropics and the icebound reaches of the Arctic. All honor to these pioneers. But that their work may be fruitful, it must be followed. Their accomplishment should stir us to the development of aerial navigation in this country in order that the United States may lead the world in conquering the air.

(Signed) JAMES J. DAVIS,  
*Secretary of Labor.*

**PERMANENT PLACE IN RECORD OF AMERICAN FORTITUDE**

**T**HE Round-the-World Flight was a history-making undertaking. It opens up a vista of far-flung aerial transportation which hitherto only the imagination has been permitted to explore. As an exhibition of magnificent pluck and endurance on the part of Lieut. Smith and his companions it holds a permanent place not alone in the annals of American aviation, but in the record of American enterprise and fortitude.

(Signed) HERBERT C. HOOVER,  
*Secretary of Commerce.*

## Biography of D. W. Douglas

President, The Douglas Company, Santa Monica, Calif. Designer and Builder of World Cruisers.

**B**ORN: April 6, 1892—Brooklyn, N. Y. Elementary and Preparatory Education, New York Public Schools.

1909-1912—U. S. Naval Academy, Annapolis.

1912-1914—Massachusetts Institute of Technology, Degree S.B.

1914-1915—Massachusetts Institute of Technology, Instructor Aerodynamics. Established with Commander Hunsaker, U.S.N., first Aerodynamical Laboratory in the United States.

1915-1916—Chief Engineer, The Glenn L. Martin Co., Los Angeles, Calif.  
Designed Models TT-S-R.

The Model S Airplanes were the first seaplanes sent to the Philippines and held all world altitude and duration records for seaplanes.

1916-1917—Chief Aeronautical Engineer, Army Air Service, Organized the Wartime Aviation Engineering.

1917-1920—Chief Engineer, The Glenn L. Martin Co., Cleveland, Ohio.

Designed and developed Martin Bomber, Round-the-Rim Plane, flown by Col. Hartz, the Air Service Transport, and the Navy Torpedo Airplane.

1920-1924—Founded the Douglas Company, President.

Designed and constructed the "Cloudster," the first transcontinental airplane. Designed and built for the U. S. Navy the famous DT-2 Torpedo Plane, the first successful airplane of this type. Designed and built the World Cruisers for the U. S. Army Air Service.

At present, engaged in the design and development of a new type Corps Observation plane for the U. S. Army and the development of a trans-Pacific airplane with which it is purposed to fly from San Francisco to Manila, P. I. via Honolulu, a distance of 8,760 miles in six flights. It is planned to make the first jump from San Francisco to Honolulu, a distance of 2,395 miles, without refueling in mid-ocean.



Anna Wisner, Photo

D. W. DOUGLAS

### REWARD OUR AIR MAGELLANS

**M**AGELLAN has gone down in history deservedly, because he was the first to circumnavigate the globe. Yet with all the uncertainty ahead of him the sea, the medium on which he floated, had been used for uncounted centuries; and the means by which he navigated it—a ship—had its beginning in such a remote past that no memory of its origin remains.

The medium which our aviators are navigating, the air, is less known today, in its total expanse, than were the Seven Seas at the time of Magellan. The means which they are using—an airplane—has been in existence less than a generation.

If Magellan deserved imperishable fame, as he undoubtedly did, so do these aviators.

The first act of Congress, when it convenes this fall, should be to remedy this situation and show these gallant young men that their fellow-countrymen, the people of the United States, fully appreciate the undying honor which their skill and courage have brought to this country.—*Editorial in the Army and Navy Journal.*

## Foreign and Domestic Book Reviews

### The Life of Calvin Coolidge

HORACE GREEN

(Duffield & Co., New York)

A Review by *Thomas R. Reed*

**M**EN of the writing profession who are also aviators are not so numerous that their fellow flyers can afford to ignore them. The latest book to reach the reviewing desk of U. S. AIR SERVICES, although totally unrelated to aeronautics in subject matter, will doubtless attract many readers who wear or have worn the double wings, as being the product of a fellow pilot, Major Green, A.S., O.R.C., formerly Editor of this magazine. To such it may be vouchsafed that they will not be wearied and may possibly be entertained; for, either because he is a flyer, or a newspaper man, or both, Major Green has considerable speed and that nimble habit of the metropolitan reporter that crams volumes into a sentence, leaps from page to page, and breathlessly shuns whatever would lure to leisure or contribute to the fatal charge of being stupid.

The publication of a work on Calvin Coolidge cannot exactly be called untimely, with an election only a few weeks off; but neither can its appearance in this instance be laid to propaganda. It will not be found warm enough by the *pros* nor cool enough by the *antis*, although perhaps doing the real Coolidge all the more justice for this reason. If Major Green has not solved to his own satisfaction the "inscrutable" tenant of the White House, his readers need not expect final conclusions drawn for them in his book; but at least they will find their appetites whetted for further observation, and their vision sharpened to behold the gradual unveiling of an unique and possibly great figure in the transaction of current events. Major Green, author of several books, lives at 1831 Jefferson Place, N. W., Washington, D. C.

## Literary Recognition of Aviation in France

A Review by *Captain Linton A. Cox, Jr., A.S., O.R.C.*

**J**UST as aviation in the course of a single war assumed undisputed supremacy as a factor of victory, so has it in a single book taken leadership as a subject of literature for the year in France. There have, of course, been other books—and good ones—dealing with flying, but not until "L'Equipage" (The Crew) by J. Kessel appeared, was it realized that aviation could afford a basis for other writing than reportorial accounts of high adventure. There are those of us who have felt that flying should be productive of great things in literature, but how to get the litterateurs up in the air was a puzzle; apparently now they have gone aloft and Kessel leads the flight. Indeed he has succeeded so well in portraying the tremendously interesting psychological adjustments of recently trained aviators to their new element, to each other, to themselves and to life in general that L'Academie Francaise has awarded him the Crown of Literature for the year.

"L'Equipage" is the story of one Herbillon, an observer in the French aviation corps, who leaves home, a youngster in the midst of the war, to join an observation squadron of old pilots at the front—old, that is, in the art of flying for, as the 24-year-old Captain Commanding suggests: "One does not die of old age with us." Herbillon is in love with a young woman whose name he does not know; she is married to an older man who becomes Herbillon's pilot and for whom he develops a close attachment. The woman, Denise, yields her love to Herbillon, her husband, we are given to understand, being somewhat removed from her affections by age and a lack of common interests.

Herbillon's affair with Denise is most trivial and unimportant to him until he finds that she is the wife of

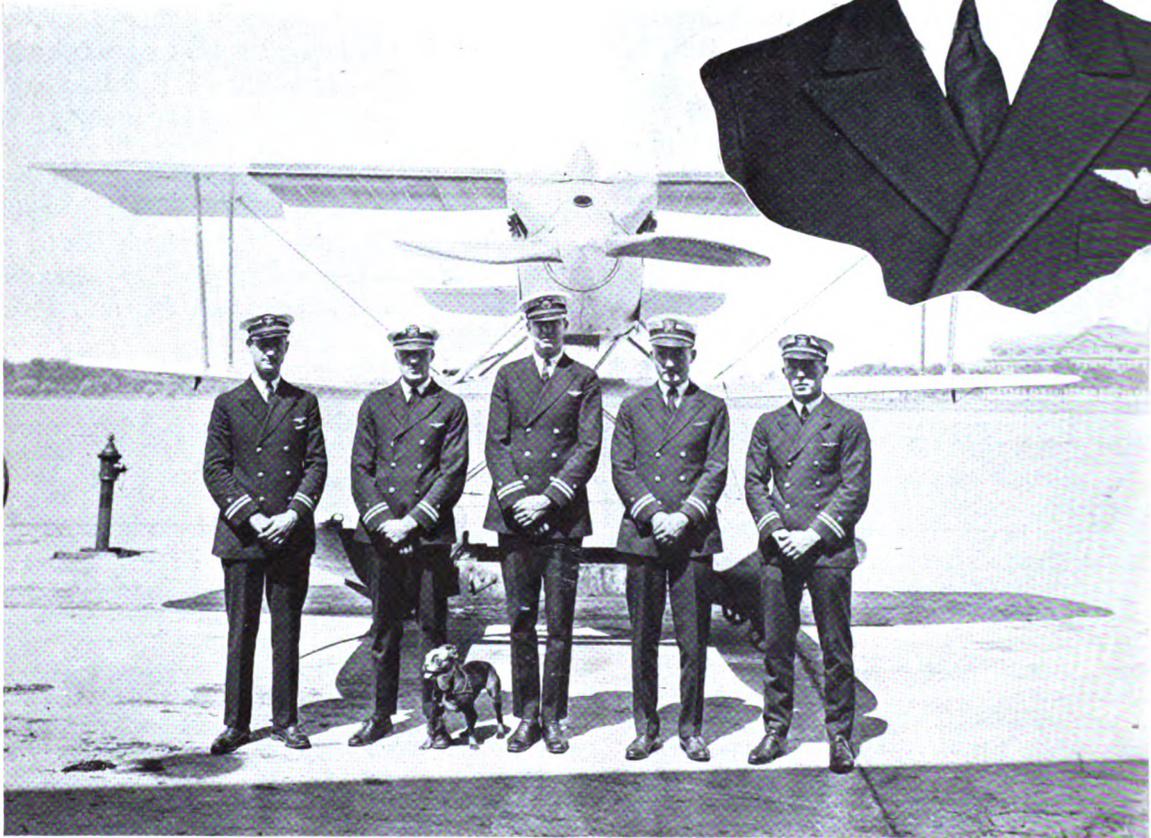
his team-mate, the partner with whom he daily risks his life and to whom he confidently entrusts his fate. His love is really for the man, his weakness for the woman. But, finding the weakness irresistible yet his affection for Maury, his pilot, unchanged, he comes to hate himself. Hence, unable to face his comrade frankly, he allows a breach to open up between them. Eventually Maury suspects the situation but, considering his wife lost to him in any event, he carries on with his observer whose application for transfer of duty has been rejected in view of his inability to assign good cause for the break-up of a good fighting team.

The pilot and observer, bound to each other by duty and a basic devotion but endeavoring to hate each other as they feel they ought, fly to perilous work each day until, outnumbered by the Hun, they are shot down and crash together. The death of Herbillon resolves the distasteful problem without a clash between any of the three persons so hopelessly entangled.

We are left to suppose that Maury and Denise proceed to live happily ever afterward, which is not at all satisfactory since it is perfectly obvious that Denise, with the character that is given her, will be devoted to the forgiving Maury just so long as he is there to watch her. This qualification, however, need not spoil for the reader a most interesting and well-written story which is so convincing that it has won the approbation of an Academie of elder men who know little or nothing of the aeronautical and military atmosphere which is manifestly presented by an experienced pilot. The book is not yet in translation but will undoubtedly be published in English shortly. When the time comes, announcement will appear in U. S. AIR SERVICES.

# Navy to Defend Schneider Seaplane Cup

LIEUT. F. W. WEAD, U. S. N.  
Officer-in-Charge, U. S. Navy Entries



Official Photos U. S. Navy.

*Navy team that will defend Schneider Cup against foreign entries at Baltimore, October 24 and 25. From left: Lieuts. F. W. Wead, in charge; David Rittenhouse, pilot, 1923 winner; R. A. Oftsie and G. T. Cuddihy, pilots. Insert: Lieut. Cuddihy who flew a Navy Curtiss Racer at 197 miles an hour last month.*

**T**HE Jacques Schneider Maritime Cup, the World's foremost seaplane speed trophy, will be contested for by entries from the U. S. Navy, Great Britain, and Italy at Bay Shore Park, near Baltimore, Md., on October 24 and 25. For ten years this trophy has been keenly contested for by Great Britain, Italy, and France, and has been won at different times by each of these three nations. In 1923 the U. S. Navy entered planes in this contest for the first time, and won not only the Cup, but second place as well, with only two starters flying the colors of the Navy. The 1923

race was held at Cowes, England, on September 28. The provisions of the race provide that the winning country must stage the next annual contest, so this year the pilots of the U. S. Navy are hosts to those from Italy and Great Britain, and will again join the issue with them for the possession of this international symbol of aeronautical triumph.

The U. S. Navy entries that will defend the Cup will prove to be, it is hoped, the fastest water-landing flying craft in the world. Last year's winner, a Navy Curtiss seaplane racer, piloted by Lieutenant David Rittenhouse, roared around the

course at a speed of more than 177 miles an hour. It is interesting to note that Lieutenant Rittenhouse is one of the defending pilots this year, an honor unquestionably due to him for his magnificent victory last year. The plane which won last year will be one of four from which the selection of the three fastest will be made for the actual contest. This selection will be made after trial flights now in progress are completed, during which world's records have been hanging in the balance. Besides last year's winner, another of the same type that Lieutenant Rutledge Irvine piloted into second place in 1923 will be in the lists.

Trials with these two planes held last month resulted in speeds of 190 and 197 miles an hour. The plane which won second place in 1923 was piloted by Lieut. R. A. Ofstie, USN, a member of the 1924 U. S. Navy team, who made 190 m.p.h. with it on September 2. The 1923 winner was piloted by Lieut. G. T. Cuddihy, USN, also on the 1924 team, who made 197 m.p.h. on the day following. Following these tests, Lieut. David Rittenhouse, Cup Winner, made in September the first flights in the Navy Curtiss Seaplane Racer that as a land plane in 1923 broke the world's speed record for airplanes, piloted by Lieut. A. J. Williams, who also won the Pulitzer Trophy with this plane on October 6, 1923, at St. Louis. This plane has been converted into a seaplane and modified for the Schneider Cup Race.

**B**ESIDES the two last year's Schneider Cup Racers and the converted Pulitzer winner, a second 1923 Pulitzer Cup entry is being converted into a seaplane for the Schneider Cup Race. This is the Navy Wright Fighter that came in third in the Pulitzer contest. A speed closely approximating that made by Lieutenant Rittenhouse is expected when Lieutenant A. W. Gorton, USN, the fourth pilot composing the Navy team, starts trials with this plane. Besides Lieutenants Rittenhouse, Cuddihy, Gorton, and Ofstie, Lieutenant L. T. Hundt and Boatswain E. E. Reber will act as reserve pilots. The team of six pilots, three of whom will pilot the actual entries, which will be the three fastest of the four planes, is under Lieut. F. W. Wead, USN, who was also in charge of the 1923 Schneider Cup Team.

The 1923 contest was won by a safe margin by the U. S. Navy entries, but the race this year shows every sign of being close, with the result in doubt until the last plane roars around the last lap. Reliable information has been received that one of the British entries, a twin float seaplane built by

the Gloucester Aircraft Company, has made a speed of 220 miles an hour on trials. This is a speed never before believed possible with existing types of seaplanes.

In addition to this plane, the English Supermarine Aviation Works are entering a high speed flying boat type seaplane similar in appearance to the British plane that came in third last year. A more powerful engine (Rolls Royce Condor 800 H.P.) has been substituted and this plane can be depended upon to offer stiff competition to all comers. The two British firms constructing these planes have years of designing and operating experience behind them, and their entries will represent the best effort that England is capable of putting forth.

The Italian entries will be three planes chosen from six, two each being built by three of the foremost Italian firms. Some of these planes are hull type flying boats and some of them are pontoon type seaplanes. It is probable that Fiat and modified Hispano Suiza engines will be used in the Italian planes. Two of the Italian entries, seaplanes built by Cantiere at Mondacarne, sailed on the SS *President Wilson* from Trieste on September 14. They are biplanes with a wing spread of seven meters (23 feet) and powered with Curtiss D-12 engines. Information on the other Italian entry is not available, nor is exact data on the elimination trials that resulted in the selection of the three contesting planes. It is understood, however, that these trials resulted in speeds far in excess of that of the winning plane in the 1923 race.

The Italian firms are experienced racing plane designers and can be depended upon to produce planes that will provide extremely good competition. The Italians in particular have every incentive for winning the race, as the conditions under which the annual contests are held provide that any country winning three times in five years obtains permanent possession of the Cup. The Italians won in 1920 and 1921, so that an Italian victory this year would give Italy the Cup to keep.

**T**HE Schneider Cup contest is not solely a high speed competition. Seaworthiness and airworthiness must be combined with speed in order for a plane to stand the stress of the contest. The pilots, also, must be equally at home on the water, under all conditions, as in the air. The general rules of the race provide that a navigability test of all planes entered be held the day before the speed contest. This test may be held in rough water, in more than a five-mile course and requires the pilot to taxi over the starting line, land, taxi one-

half mile between two buoys at a speed of over 12 miles per hour, take off, land, taxi one-half mile between a second set of two buoys, then take off, land, and taxi over the finish line. After this the seaplanes must be left at anchor for six hours. No changes in the planes other than shifting propellers, should that be necessary, are allowed between the navigability test and the race. These conditions make the Schneider Cup a very valuable stimulus for the development of high speed, seaworthy, seaplane fighters.

The race, to be held at Bay Shore Park, Maryland, will be over a triangular course, 31.07 miles in length. All three turns in this course will be very sharp, of about 120 degrees. Seven

times around the course, or 217.4 miles, will constitute the race. Bay Shore Park is ideally situated for the race conditions, and is easily accessible from Baltimore by auto, road, and electric train. A long pier will afford several thousand spectators an excellent view of both the navigability test and the race. The anchorage tests will probably be made in the lee of this pier.

Aviation designers and others interested from abroad and at home will visit Baltimore in a body. Arrangements are being made to handle a stupendous crowd to witness one of the most important international aviation events ever held in the United States. U. S. AIR SERVICES will carry a complete story of the races in the November issue.



## Mothers Weep With Joy When Their Boys Reach Home

San Diego, Calif., Sept. 22 (By A. P.)—

**A**MERICA'S Round-the-World flyers returned today to Rockwell Field, San Diego, from which they took off last March to start on their globe-encircling trip.

As if to give good measure to an achievement already heralded far and wide, the flyers got in ahead of the announced schedule, disappointing part of a large crowd which was assembling to meet and cheer them.

The announced plan is for the flyers to resume tomorrow their trip toward Seattle, the official starting point of the flight around the world. They expect to leave for Santa Monica about noon.

At 10:34 a. m., Lieut. Lowell Smith, commander of the squadron, dropped the wheels of his aircraft on the ground of historic Rockwell Field, and Lieut. Erik Nelson, wingmate of Smith on the entire world voyage, brought his ship to the field at 10:34, followed by Lieut. Leigh Wade, at 10:35 o'clock.

Amid the crash of a band, the cheers of spectators and the roar of the propellers as Lieut. Smith taxied his ship up to the dead-line, came a cry from the lips of Mrs. Jasper Smith, mother of the world flight commander: "I want my boy!"

From his seat in the forward cockpit, Smith, his grime-covered face eagerly scanning the crowd, saw his mother and father wildly waving tiny American flags to attract his attention.

Jumping from the plane, Smith rushed into his mother's arms.

"My boy, my wonderful boy!" she whispered, as she kissed the flight commander repeatedly. Smith's father, reaching the only spot on the army aviator's face that was not being smothered with kisses by his wife, reached his arm around both and planted a resounding smack on his boy's right ear. It was more than Lieut. Smith could stand and not give vent to his feelings. The man noted throughout the American Air Service for his steel nerve, his stoical demeanor in the face of greatest danger, wept.

Another mother wept, too, for joy at the homecoming of a globe airman. She was Mrs. Harding, mother of Lieut. John Harding, relief pilot and mechanic with Lieut. Nelson.

"God bless you," she said as she flung her arms around her boy's neck.

Despite the triple patrol of bluejackets, marines and cavalrymen, Col. Frank P. Lahm, Air Service Officer in charge of the Ninth Corps Area, who flew here from San Francisco to greet the aviators, and Maj. Fitzgerald had a difficult time fighting their way to the flag-draped reviewing stand.

Lieuts. Nelson, Ogden, Harding, Arnold, Wade and Smith, the flyers and their mechanics, with their relatives and members of the reception committee, finally were grouped together for the official welcome.



Photo Army Air Service  
*Captain Burt E. Skeel, Army Entry in Pulitzer Race.*



*The Rickenbacker Trophy for Light Planes Contest to start at Dayton, Ohio, October 6, will be a cross-country race of more than 100 miles. Engines must be 80 cubic inches or less.*



Photo Army Air Service  
*Lieut. Harry H. Mills, Army Pilot in the Pulitzer Race.*



Photo Army Air Service  
*Lieut. Wendell H. Brookley, Army Entry in the Pulitzer Race.*

# Pulitzer and Other Races at Dayton

(Detailed description of the 12 events was published in the September issue)

## Pulitzer High Speed Trophy Race

Event No. 12

SATURDAY, OCTOBER 4, 2:15 P. M.

| Name of Entrant         | Type of Plane               | Name of Pilot            | Race No. |
|-------------------------|-----------------------------|--------------------------|----------|
| U. S. AIR SERVICE ..... | Curtiss R-6 Racer .....     | Capt. Burt Skeel .....   | 68       |
| U. S. AIR SERVICE ..... | Curtiss R-6 Racer .....     | Lt. W. H. Brookley ..... | 69       |
| U. S. AIR SERVICE ..... | Verville Sperry Racer ..... | Lt. H. H. Mills .....    | 70       |

## Liberty Engine Builders' Trophy Race

THURSDAY, OCTOBER 2, 2:30 P. M.

Race for Observation Type (Two Place) Airplanes

Event No. 4

(Civilian and Military)

| Name of Entrant                       | Type of Plane       | Name of Pilot             | Race No. |
|---------------------------------------|---------------------|---------------------------|----------|
| LIEUT. COL. H. E. HARTNEY, R. C. .... | DH4 Mail Type ..... | Harold E. Hartney .....   | 31       |
| EDWIN B. BOBZEIN .....                | DH4 B1 .....        | Edwin B. Bobzien .....    | 2        |
| U. S. AIR SERVICE .....               | DH4B .....          | Chas. W. Steinmetz .....  | 1        |
| U. S. AIR SERVICE .....               | 10D.H. and CO ..... | Lt. R. J. Brown, Jr. .... | 41       |
|                                       | Type Airplanes      |                           |          |
| U. S. AIR SERVICE .....               | " "                 | Lt. L. V. Beau .....      | 42       |
| U. S. AIR SERVICE .....               | " "                 | Lt. J. B. Haddon .....    | 43       |
| U. S. AIR SERVICE .....               | " "                 | Lt. R. D. Knapp .....     | 44       |
| U. S. AIR SERVICE .....               | " "                 | Lt. C. A. Cover .....     | 45       |
| U. S. AIR SERVICE .....               | " "                 | Lt. A. E. Simonin .....   | 47       |
| U. S. AIR SERVICE .....               | " "                 | Lt. D. G. Duke .....      | 48       |
| U. S. AIR SERVICE .....               | " "                 | *Lt. R. K. Stoner .....   |          |
| U. S. AIR SERVICE .....               | " "                 | *Lt. L. A. Walthall ..... |          |
| U. S. AIR SERVICE .....               | " "                 | Maj. C. L. Tinker .....   | 46       |
|                                       |                     | *Alternates               |          |

## Dayton Chamber of Commerce Trophy Race

FRIDAY, OCTOBER 3, 12:50 P. M.

Large Capacity Planes

(Civilians and Military)

Event No. 7

| Name of Entrant         | Type of Plane       | Name of Pilot              | Race No. |
|-------------------------|---------------------|----------------------------|----------|
| U. S. AIR SERVICE ..... | Martin Bomber ..... | Capt. G. C. Kenney .....   | 50       |
| U. S. AIR SERVICE ..... | Martin Bomber ..... | Lieut. H. D. Smith .....   | 51       |
| U. S. AIR SERVICE ..... | Martin Bomber ..... | Lieut. C. F. Bond .....    | 52       |
| U. S. AIR SERVICE ..... | Martin Bomber ..... | Lieut. D. M. Myers .....   | 53       |
| U. S. AIR SERVICE ..... | Martin Bomber ..... | Lieut. L. P. Hudson .....  | 54       |
| U. S. AIR SERVICE ..... | Martin Bomber ..... | Lieut. C. F. Woolsey ..... | 55       |
| U. S. AIR SERVICE ..... | Martin Bomber ..... | Lieut. H. McClellan .....  | 56       |

# 'Round the world with Valspar!



AMERICA'S air pilgrims were coming. At Mitchel Field, Long Island, a great crowd assembled to greet them. As the planes roared overhead, says the *New York World* (September 9), the Prince of Wales turned to Admiral Plunkett. "A fine flight," he said. "Are these the same planes that circled the world?" The Admiral nodded. "The same engines?" asked the Prince. "Well, some parts are new," replied the Admiral. "But the bodies are the same?" persisted the Prince. "Yes, the bodies are the same."

Of course. The bodies of these sturdy Douglas biplanes were finished from stem to stern with Valspar! And despite the terrible conditions to which the planes were subjected, the original Valspar finish remained intact—without cracking, blistering or turning white. Small wonder that Valspar is universally recognized as the ideal varnish for airplane use.

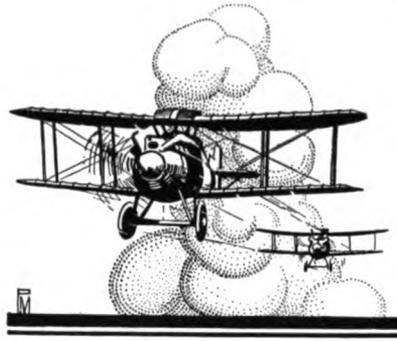


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Crowds greet the Round the world planes at Boston. Above—The fliers and General Patrick at Mitchel Field.  
Photos by Underwood & Underwood and Int. News Reel.

# NOTES FROM



# THE AIR

### PRIZES FOR BEST CONTRIBUTIONS

**T**HE Committee on Award, Major-General Mason M. Patrick, Chairman, has selected for the winners of the three cash prizes for best contributions appearing in U. S. AIR SERVICES during July, August and September, the following:

*First Prize, \$25:* Thomas Hart Kennedy for his article entitled "Our Westbound Route to the East" which appeared in the August issue.

*Second Prize, \$15:* Major Reed G. Landis for his article entitled "Creating a Merchant Air Marine" which appeared in the July issue.

*Third Prize, \$10:* Sergeant Erwin H. Nichols for his article entitled "Parachute—A Friend in Need" which appeared in the July issue.

Checks have been sent to the authors mentioned above. Similar prizes will be given for the best articles in October, November and December and announcement of the winners will be made in the January, 1925, issue.

### OTHER HEROES OF THE WORLD FLIGHT

**T**HE heroism of the three naval men who fought a sixty-mile gale for five hours in darkness to save the fuel supply for the world flyers at Indian Harbor, Labrador, brings sharply to public attention the services of the auxiliary forces which have made the flight possible.

Before the flight was begun a small army of officers and enlisted men of the Army Air Service established supply and repair depots at all the principal stops. It was tedious and often difficult work. Because it was well done two of the original four planes have almost completed the flight. At harbor bases and in the open sea the flyers have had the assistance of the navy.

The co-operation of Lieut. George Noville and Seamen Joseph Bowl and William Cahill was particularly effective and given at the risk of their lives. Eighteen drums of fuel, each weighing 450 pounds, floated away and were in danger of being pounded apart on the rocks when the three sailors went after them, heedless of the sub-Arctic gale, in a shore boat. The small boat capsized and the three men swam through freezing water and succeeded in

retrieving the fuel drums. They were for seventy-two hours without care or food and dressed in icy garments.

If the fuel had been lost, the flight would have been postponed indefinitely. When credit is given for this trip by air around the world, there are unsung heroes of the ground and sea who ought not to be over-looked. First to acknowledge that will be Lieut. Lowell Smith and his companions, who owe so large a measure of their success to the efficient work of the auxiliary.—*Editorial in the New York World.*

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**ON THE HOME CONTINENT**

**I**N LABRADOR, on the home continent again, with a girdled globe behind them, with a record of endurance, resourcefulness, skill and courage that sets a new high to their credit, so runs the entry in the account of America's around-the-world flyers.

Undeterred by perils, unchecked by seemingly insurmountable difficulties, over seas and across continents, those aviators, following the course of the sun, have carried the American flag on an air journey never before equaled, and have written an epochal chapter in the history of aviation.

Their government and their nation congratulate them on the victory they have won over nature's adverse forces and on their record-breaking achievement as master airmen.—*Editorial in the Washington Post.*

**ZR-3 FLIGHT TO U. S. PROBABLE NEXT MONTH**

**W**ORD has been received by the Navy Department from the Inspector of Naval Aircraft at Friedrichshafen, Germany, that the airship ZR-3, now under construction at the plant of the German Zeppelin Company there, will be ready for test flights by the end of August, and that it is probable that the delivery flight to the United States will be made by the last of September. The inflation of the airship is proceeding satisfactorily.

**NAVAL AVIATION NEWS**

**A**ERIAL photographic mapping by naval planes of the naval oil reserves has been completed by planes from the Naval Air Station, San Diego, Calif.

Three Navy planes have been engaged in the work which is designed to aid in the study of problems relating to oil conservation for Naval purposes. To get a comprehensive photographic map of the oil reserves the mapping planes ascended to 13,000 feet and the photographs were made from this point of vantage. According to Lieut. B. H. Wyatt, who had charge of the work, difficulties were encountered in flying over San Joaquin Valley similar to those which might have been experienced in flying over a giant furnace. With temperatures on the ground ranging well over a hundred degrees the pilots experienced even more excessive temperatures at 2,000 feet. Not only the discomfort of this excessive heat was experienced but the unusual atmospheric conditions of rough and bumpy air made piloting a difficult task. The mapping of the oil reserves from the air was effected at a great saving of time as compared with that which would have been necessary by ordinary methods of ground photography.



Trade Mark

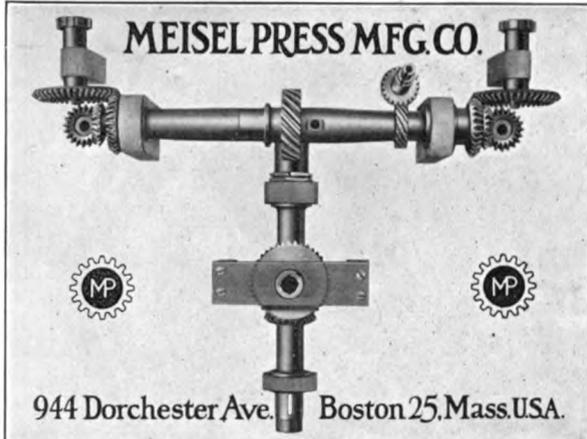
# Back of It All

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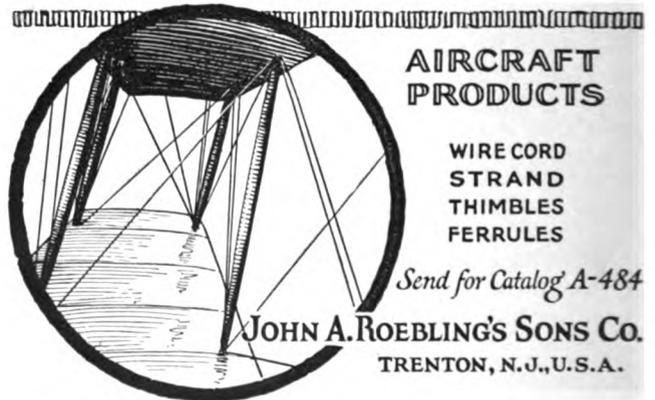
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INTERESTING DATA ON STEEL FUSELAGE

**T**HE board which investigated last spring the crash, at Dayton, Ohio, of a CO7 airplane piloted by Lieut. Eugene H. Barksdale, in which Robt. A. Anderson was killed, has developed some interesting data regarding the new steel-tube fuselage. The accident was caused by the failure of the stabilizer, which was of standard wood and fabric construction, while the metal tubing composing the fuselage remained in excellent condition despite the severe impact. It is believed that construction of this character will eliminate many of the accidents which have occurred in the past due to the failure of wooden members.

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