

ECKENER TELLS ABOUT FLIGHT

(CONTINUED FROM PAGE ONE)

a better chance to bring the airship down in safety. Off the Zeppelin headed, gliding easily above the lake. Occasionally the long shape of the ship would be mirrored in the water as a patch of moonlight illuminated the scene.

Hilarious shouts floated up to the airship. Chairs were at a premium as the crowd waited.

Airplanes of the Lufthansa company went aloft in a formal salute to the airship that was at the end of a 10,000 mile tour.

Apparently the crowd had come from all parts of Germany, for many dialects were heard in the constant roar of voices. Cannons boomed out in honor of the Zeppelin and the noise of the greeting was carried over most of Europe by a hook-up of thirty-four radio stations.

Now it was dawn and out of the clear sky came the dirigible sailing low over Friedrichshafen. Its passengers and crew waving from the cabin windows. Spectators grew wildly enthusiastic, and occasionally one of them would run to the microphone and shout a greeting to friends or relatives listening in somewhere in Germany.

Shortly after 5 a. m. a ground mist began to form. Officials at the field announced that the Graf Zeppelin probably would not attempt a landing until 7 o'clock. The spectators brought out flasks of coffee, beer and sausage and sat down for breakfast.

Approximately 5,000 persons were at the airport at 5:20 a. m. The order went out to the ground crew to prepare for a landing. Police strung ropes around the field to hold back the crowd and 150 troops were ordered from a nearby garrison to help maintain order.

Forty minutes later the dirigible reappeared over Friedrichshafen, but it again became apparent that Eckener was not going to attempt a landing immediately. Lacking advice from the commander, officials at the field could only surmise what Eckener intended to do.

Then Eckener began a series of maneuvers. Thrice he approached the field, came low and then headed away again, unwilling to risk a landing in the mist. The lack of wind was a handicap for the Graf Zeppelin settles to earth easier when bucking

'Torture Man' Slain



Otto Kostenick, known to police as George Darrov and George Hart and the "torture man" of Joe Saltis' beer gang, who was slain by a detective in a Chicago saloon gun battle after terrorizing bartender and patrons with a sawed-off shotgun. Kostenick, a world war veteran, is said by police to have been the leader of all Saltis' forces during the latter's absence from the city and has been accused of several murders.

a breeze. At 6:31 o'clock, Eckener again piloted the ship toward the hangar. This time he meant business, and immediately began jockeying for a landing position. The ground crew of 200 drew closer, airport officials placed the red and white landing signals on the field.

Despite its intense excitement, the crowd began shouting for beer and salt herring. Just then, Eckener found his ship in the position for which he had been fighting for hours. The motors were throttled down and the nose of the Graf Zeppelin settled to earth

as the ground crew grabbed at its lines. The cabin of the ship came down easily and the ground crew started the dirigible into the hangar along rails that had been laid for that purpose.

Hundreds of spectators jogged along beside the Graf Zeppelin, tossing flowers at the crew. In the center of the wild confusion a valiant band held its place and alternately played "Deutschland Uber Alles" and "The Star Spangled Banner."

"Hoch, Hoch!" shouted the crowd as the Zeppelin was pushed into the hangar.

At 7:40 a. m. the passengers descended from the cabin, followed by Clarence Terhune, the youthful American stowaway. A loud burst of cheering greeted the members of the crew when they marched out, faces beaming. Most passengers and members of the crew carried small parcels, apparently souvenirs.

American Consul John E. Kehl made a brief speech in which he said the flight was an epochal event, heralding the establishment of better relations between the United States and Germany.

As cameras clicked and the wives of the crew embraced their husbands, Eckener lingered in the cabin, making sure that all was in order. Mrs. Eckener entered the cabin and greeted her husband.

Mrs. Eckener was followed into the cabin by a group of German officials and dignitaries, who greeted the passengers and congratulated Eckener. Passport officials expedited the inspection of baggage.

Optimism

On the eve of his wedding a Vienna bridegroom challenged the best man to a duel. Jealous acquaintances of the bride declare that he subsequently remarked, "And may the best man win."

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