

## LINDY LAUGHS AT U. S. FEARS FOR SAFETY

Havana-St. Louis Jump Was Without Incident, He Says, on Landing.

BY FOSTER EATON,  
United Press Staff Correspondent  
ST. LOUIS, Feb. 14.—Colonel Charles A. Lindbergh's plans for the future include a home-coming flight over St. Louis today, a flight over his old air-mail route to Chicago next week, and little more.

"I really haven't made any definite plans," the youthful good-will ambassador said in an interview, following his return here after a 1,250 mile non-stop flight from Havana.

He will continue in an advisory capacity with the Guggenheim fund for the promotion of aviation, he said, and "ultimately" will give his Spirit of St. Louis to the Smithsonian Institute. He was indefinite about when he would relinquish charge of his internationally famous plane, however.

### Still in Perfect Shape

"It has flown 481 hours since leaving San Diego," he said, "is in perfect condition and has many more flying hours in it."

The trip from Havana to St. Louis, Lindbergh said, was "without incident except for rough weather most of the way." Frequently he was unable to see the ground, occasionally he flew "just over the treetops" and on other occasions he flew "perhaps at 6,500 feet." The plane functioned perfectly.

He laughed when told that it was feared his take-off at Columbia Field, Havana, would be marred by engine trouble. The motor did sputter a bit, he admitted, but explained: "I just was switching from one gas tank to another, and the flow to the carburetor was interrupted for a second or two. It was nothing."

Lindbergh couldn't recall that he ever had motor trouble with the Spirit of St. Louis. He was asked next why he did not take a parachute on his two-month swing into Central and South America and back.

### Not Useful in His Line

"Parachutes," he replied, "are useful in military maneuvers, formations, test flights and in air mail work, but I don't consider them of any particular use in straightaway passenger flying of the type I have been making."

"I consider it perfectly feasible to put a plane down safely without personal injury to the pilot, especially if the plane's gas tanks are in front of him, as they are in the Spirit of St. Louis, and if the plane has a low landing speed."

"It is entirely feasible to make a landing in a tree without serious injury to the pilot."

It was apparent that he believed and he said so—that he could have made a safe forced landing almost anywhere during his good-will tour.

"What do you believe would have been the consequences of a forced landing of the Spirit of St. Louis during one of your over water flights on the tour?" he was asked.

### Confidence in Future

The famous Lindbergh smile immediately appeared. There was a suggestion of "ducking," but Lindbergh parried:

"That's one I'll leave to you to answer."

His flights through Central and South America, he said, lead him to believe that commercial aviation there is "just as feasible" as it is in the United States. He intimated he thought its development greatly would stimulate life below the Rio Grande.

**DEDICATION PLANNED**

Employees to Celebrate Opening of Power Company Buildings.

Employees of the Indianapolis Power and Light Company will dedicate three new buildings of the company, just completed on W. Morris St., near the Belt Railroad, with a "house warming," Friday evening.

The buildings erected at a cost of \$1,000,000, include an administration building, garage and storage house. The administration building will house all offices of the company except those of the sale, accounting and bookkeeping departments.

Dancing, cards, cabaret entertainment and a short address by Emmet G. Penrod, second vice president and chief engineer, will be on Friday night's program.

### PENROD RITES PLANNED

Services for Former Senator's Wife to Be Held Wednesday.

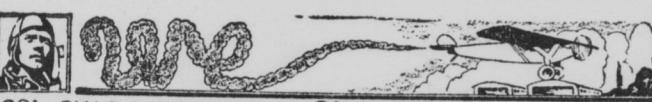
Funeral services for Mrs. Louella C. Penrod, 54, wife of William K. Penrod, former State Senator, will be held at 10 a. m. Wednesday at the Brookside United Brethren church with burial in Memorial Park cemetery. Mrs. Penrod died Monday at her home, 1023 N. Oakland Ave., where she had been ill for some time.

Besides the husband, two daughters, Mrs. Carl R. Pate of Indianapolis, and Miss Blanche Penrod of Urbana, Ill., three sisters and three brothers, survive her.

## SIDE GLANCES By George Clark



"Which brings us right back to the same question: Can this country support my art?"



(Continued From Page 1)

blowing hard, and suddenly decided that I would wait for calmer weather before making any more flights and taxied back to the hangar.

A pilot who was waiting for delivery of one of the Jennies offered to give me a little dual instruction, and I flew around with him for thirty minutes and made several landings.

At the end of this time he taxied up to the line and told me that I would have no trouble and was only a little rusty from not flying recently.

He advised me to wait until evening, when the air was smooth, and then to make a few solo flights.

When evening came I taxied out from the line, took one last look at the instruments and took off on my first solo flight.

The first solo flight is one of the events in a pilot's life which forever remains impressed on his memory.

It is the culmination of difficult hours of instruction, hard weeks of training and often years of anticipation.

To be absolutely alone for the first time in the cockpit of a plane hundreds of feet above the ground is an experience never to be forgotten.

After a week of practice flights around Southern Field I rolled my equipment and a few spare parts up in a blanket, lashed them in the front cockpit and took off for Minnesota.

This was my first cross-country flight alone, less than a week after my solo hop. Altogether I had less than five hours of solo time to my credit.

I had, however, obtained invaluable experience the year before while flying around in the Western States with Biffle, Bahl and Lynch.

**Flies to Texas**

While learning to fly in Nebraska the previous spring I discovered that nearly every pilot in existence had flown in Texas at one time or another during his flying career.

Accordingly, I decided that at the first opportunity I would fly to Texas myself and, although I traveled a rather roundabout way from Georgia to Minnesota, my course passed through Texarkana en route.

The first hop was from Americus to Montgomery, Ala., and passed over some fairly rough territory, of which both Georgia and Alabama have their share.

I had been warned before leaving the field that the airline course to Texas was over some of the "worst flying country in the South" looked like. I had a great deal of confidence in my Jenny with its powerful OX-5 engine, and it seemed absurd to me at that time to doubt by airplane.

Consequently, I laid my route in the most direct line possible to conform with my limited cruising range with forty gallons of fuel.

**Looks for Field**

The flight to Montgomery was uneventful. I landed at the Army field there before noon, filled the fuel tanks and took off again for Meridian, Miss.

I arrived over Meridian in late afternoon and for the first time was faced with the problem of find-

## FORMER MAJOR ADMITS KILLING WIFE IN PACT

Tells of Hammer Murder; Had Agreed to End Own Life Later.

By United Press  
PHILADELPHIA, Feb. 14.—A confession by Cecil Clyde Campbell, a former major in the American army, that he killed his wife with a hammer in a New York hotel eight days ago was in the hands of detectives here today.

Arrested by New York police who had trailed him here, Campbell admitted he was the murderer of the 40-year-old woman, whose body was found in bed by a maid, the head crushed by the blows of a shiny new 10-cent hammer which law near by. A death pact was responsible for the slaying, Campbell told detectives. After killing her, he was to have committed suicide by jumping from the window of the hotel, he said, but decided to wait until he had paid off some debts.

Campbell, a tall, muscular man of 43, said he had been in the real estate business but had suffered financial reverses.

He and his wife were discussing their financial difficulties during their stay in the hotel, the man said, when the death agreement between them was concluded.

They joined in a short prayer for forgiveness, he said, then he struck her. She was fully awake and looking at him.

They had thought or ended their lives together on previous occasions. Once or twice they considered leaping from a ferryboat or from the window of some New York hotel.

The murdered woman, prior to her marriage to Campbell six or seven years ago, was Mrs. Mary Lyle McLean of Brooklyn, detectives said.

## BELIEVE RIVER HOLDS BODIES

Theory of Authorities in Case of Two Officers.

By United Press  
LAFAYETTE, Ind., Feb. 14.—Bodies of Deputy Sheriffs John P. Grove and Wallace McClure, who disappeared a week ago while taking the convicts to the Indiana Reformatory at Pendleton, probably are in the Wabash River, and may not be recovered until the present high water recedes, is the belief of Tippecanoe County authorities here today.

Although police of three cities have reported that they are holding men resembling Samuel Baxter and John Burns, who are believed to have murdered the deputies in a desperate effort to escape five-year sentences for robbery, local officers have little hope that the real convicts are in custody.

At Henderson, Ky., two men who answered the description of Baxter and Burns, were arrested in a railroad yard, according to word received here. At the same time notice was received from Freeport, Ill., that two others resembling the convicts were being held. The same news came from Gulfport, Fla. Officers able to identify the missing men are being sent to each place.

Police totaling more than \$650 were posted today for information leading to the recovery of the bodies of Grove and McClure, or the capture of dead or alive, of Burns and Baxter.

Tippecanoe County commissioners met here Monday night and passed a resolution providing for \$500 reward, in addition to \$50 by the Grove family and small sums by others.

**Hills Appear Flat**

If his motor failure was only partial or at high altitude, time was not as essential, as a plane can glide a great distance, either with a motor which only "revs" down a couple of hundred R. P. M. or without any assistance from the engine at all.

The average wartime machine could glide at least five times its height, which meant that if it was 5,000 feet above the ground the pilot could pick field to land in five times away with safety; but if the failure was soon after take-off then instant decision and immediate action were necessary.

An amateur, on the other hand, has not overcome the strangeness of altitude, and the ground below looks entirely different than it does from the air, although there is not the sensation, in an airplane, of looking down as from a high building.

Hills appear as flat country, borders and ditches are invisible, size and depth and marshes are as solid grassland. The student has not the background of experience so essential to the successful pilot, yet his only method of learning lies in his own initiative in meeting and overcoming service conditions.

**"Jenny Lands Safe"**

There was no regular airport in Meridian in 1923, and few fields available for a reasonably safe landing.

After a half hour's search I decided on the largest pasture I could see, made the best kind of a short field landing I knew how by coming down just over the tree tops, with the engine wide open, to the edge of the field, then cutting the gun and allowing the ship to slow down to its landing speed.

This method brings the plane in with tremendous velocity and requires a much larger landing field than is necessary, but until the pilot has flown long enough to have the "feel" of his ship it is far safer to come in fast than too slow.

It had been raining at Meridian and the field was little soft, so that when my "Jenny" finally made settle to the ground it had a very short roll and there was still some clear ground in front.

(To Be Continued Tomorrow.)

### MAN MAY LOSE EYE

Norman Darby, 27, in Accident While on Way to Florida.

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**An old-fashioned family remedy**

**Father John's Medicine**

**For Colds & Body-building**

## HOUSE, SENATE JAM HINDERS LEGISLATION

Congress Is Near Halfway Mark With Big Issues Still in Doubt.

By THOMAS L. STOKES  
United Press Staff Correspondent  
WASHINGTON, Feb. 14.—The good ship "Congress" is nearly halfway in its annual journey.

The Senatorial section of the crew, dominated by Democrats and Western Republicans, is seeking to steer the good ship in a direction embarrassing to President Coolidge, but the House section, where Republicans are uppermost, succeeds in checking a turn in this direction. The progress forward, however, is slow.

Dropping the metaphor it might be pointed out that the House this session is acting to check politically colored resolutions and measures disliked by the administration, which the Senate passes with an abandon only enjoyed by those with everything to gain and nothing to lose.

President Coolidge, consequently, depends mostly these days on his House leaders. They are serving him well, lining up their majority to suit him.

### Third Term Bill Pending

The House this week will receive the LaFollette resolution declaring against a presidential third term. The last House members ever will hear of it officially is when the messenger from the Senate announces, formally, that the Senate has passed it.

A similar resolution, by Representative Beck, Wisconsin, is pending, but never will get from its committee pigeonhole.

This is the most recent senatorial act which the House will decline to duplicate. When the McMaster tariff resolution was presented formally to the House by the Senate messenger, it was laid aside unanimously on the table, despite a protest from Democrats. There it will lie until adjournment in June.

A similar fate, it appears, awaits the Jones Senate resolution providing continued government operation of the Shipping Board fleet.

Hearings will begin soon on shipping legislation, but nothing that looks like the Jones resolution, which the President opposes, will come from the committee.

**Little Chance for Farm Relief**

President Coolidge is depending also on the House to check any

## Clara Bow Under Knife



By United Press  
HOLLYWOOD, Cal., Feb. 14.—Clara Bow, screen actress, who underwent an operation for acute appendicitis, was declared "resting easily" at a hospital here today.

### DEATH TAKES J. A. MOON

Kingan & Co. Foreman Succumbs After Two-Month Illness

Jesse A. Moon, 33, of 1011 W. Twenty-Ninth St., foreman at Kingan & Co. for more than thirteen years, died at Indiana Christian Hospital early today after an illness of two months.

Mr. Moon, who was born in Wheatfield, Ind., had lived in Indianapolis twenty-one years. He was a member of the Seventh Christian Church, the Masonic Lodge and the Sahara Grotto.

Surviving him are the parents, Mr. and Mrs. Archie L. Moon; the widow, Mrs. Ruth A. Moon, and a daughter, Maxine Moon. Funeral arrangements are incomplete.

## BRAINS OF DRY AGENTS RAISE VEXING QUERY

Mental Tests Not Needed, Says Doran; They Are, Commission Insists.

BY ROBERT TALLEY  
WASHINGTON, Feb. 14.—How much brains does one need to be a prohibition agent?

A lot of interest has been aroused here in speculation of this kind since Dr. James M. Doran, prohibition commissioner, told a congressional committee that mental tests for prospective prohibition agents are not needed and, at the most, should be incidental.

"I am convinced that ability to pass a good mental test is not at all conclusive as to a man's ability to perform satisfactory service," Dr. Doran told the committee.

### 2,000 Are Stumped

Doran insisted that applicants should be judged by "character and experience, integrity and past performance."

It was the Civil Service Commission's "mental test" that stumped more than two-thirds