

—Aviation—

SHIP AND PLANE
SERVICE WILL
SPAN ATLANTIC

Emergency Cargoes to Be
Carried Over Ocean in
40 Hours.

By United Press

NEW YORK, Aug. 1.—Emergency commercial flights across the Atlantic ocean in time approximately the same as that consumed by Lindbergh, Chamberlin, Byrd and the Bremen crew, is seen here as an actuality by the spring or summer of 1931.

Development of plans for combination steamship and airplane service across the Atlantic are well past the "dreamer" stage on both sides of the Atlantic.

The plans are so developed, in fact, that conservative business men who are interested in the gigantic problem of transportation are willing to admit the likelihood of special cargoes of emergency freight or passengers being set down within forty hours on the opposite coast.

Flights to Cost High
Such flights, of course, would demand a special premium and the charge for such service would be expensive, but the service would be rendered almost devoid of the hazard which now is connected by the thought of trans-Atlantic flying.

The possibility of such service entails no visionary scheme of building floating islands upon the high seas.

The quite practical landing decks of a high-speed line of airplane-carrying liners, which are to be launched in two and a half years, will make floating islands unnecessary.

These liners, built after the general naval plane carriers, Saratoga and Lexington, plan a four-day dock-to-dock service between America and Europe to be cut further to two and a half days by shore-to-ship and ship-to-shore plane service at either end of the journey.

Six Special Ships
There will be six of these liners, constantly shuttling back and forth across the north Atlantic, with a maximum distance between ships of 800 miles, a comparatively short flight for present day high-gear planes.

The ships are to be approximately 1,000 feet long, ninety feet in beam and with a tonnage of 40,000.

This means that with the exception of the tonnage, they will be larger than the Leviathan. The continuous sea speed is set at thirty-three knots an hour and a maximum speed capacity of thirty-five knots an hour.

The speed is eight knots an hour faster than the Leviathan. In other words, one of these ships could start with the Leviathan and be out of sight of the Leviathan in an hour.

Each ship will have space for twenty airplanes and will carry in normal commerce eight to ten planes fully equipped, manned, fueled and ready to fly at a moment's notice.

New Airport Thrives
Sam Jones, manager of the Twin Cities Airport, between New Albany and Jeffersonville, Ind., landed at Hoosier airport, today to have the engine in his Travelair biplane overhauled. Jones, a recent graduate of the Hoosier flying school, reported the new Twin Cities airport has been doing a thriving passenger carrying business.

Confer at Marion
Harold C. Brooks, Hoosier airport secretary-treasurer, and Paul Payne, Hoosier pilot managing the new Marion, Ind., airport, flew to Marion today to confer with Marion Junior Association of Commerce officials in regard to plans for the future of the Marion airport.

Conditions at 9:30 A. M.
(Compiled for The Times by Government Weather Observer, J. H. Armstrong and Donald McConnell. Government aerological observer.)
Ceiling, 2,000 feet. Visibility, four miles. Barometric pressure, 30.26. Wind velocity, five miles southwest.

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To Join Byrd



Dean C. Smith, night airmail flier between New York and Cleveland, is expected to join Commander Byrd on his South Pole expedition.

SLAIN WOMAN'S
AUTO IS FOUND

Mrs. Carl Ballard's Car at
Louisville, Ky.

By Times Special

HUNTINGTON, Ind., Aug. 1.—An automobile which was owned by Mrs. Carl Ballard, found slain near Roanoke July 17, has been located at Louisville, Ky., Huntingdon County authorities are advised by Fred Hall, Detroit, Mich., brother-in-law of the dead woman.

The clue at Louisville is the first definite one since the identity of the woman whose body was found beside a little used road, was established several days later. As yet authorities are without a trace of "Mickey" Alfreed with whom Mrs. Ballard had been living at Detroit since leaving her husband in Muskegon, Mich.

Dr. B. W. Phamy, Ft. Wayne, after an autopsy on the body Tuesday following its exhumation for removal to Muskegon for permanent burial, declared death was due to a skull fracture, a finding announced by Coroner C. M. Nie shortly after discovery of the body. Vital organs were removed by Dr. B. W. Phamy for laboratory tests on which he expects to have a report in two weeks.

Another sign of progress is seen in the increased number of airports that have been established. Counting municipal, commercial, private and Army and Navy landing fields, the number now totals approximately 1,600. More than 2,000 towns and cities have been "air-marked" for the benefit of fliers.

In all the scheduled flying over air routes in 1927, only six fatal accidents occurred, and in these, seven persons were killed.

Total of 200 Crashes
There was a total of 200 accidents during the year, the rest occurring in miscellaneous flying, including contests and ocean flights. As a result of the 200 accidents, 164 persons were killed and 149 were injured.

The most striking feature of these figures lies in the fact that of the 200 accidents, only thirty-four occurred in licensed planes, driven by licensed pilots. Thirty-three of the fatalities took place in these accidents. The remainder are charged up to unlicensed flying.

The Department of Commerce has now licensed 2,568 pilots, who carry cards to show their status, and 1,641 airplanes. Another 1,368 planes have been given identifying marks.

In addition 1,988 pilots have been given licenses and are awaiting examination by the department.

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—Aviation—

FLYING SHOWS
RAPID RISE IN
U. S. SINCE 1926

Commercial Aviation Makes
Rapid Strides: Lines
Carriers Increase.

By Ruth Finney

WASHINGTON, July 28.—Remarkable advances in commercial aviation have been made in this country in the last eighteen months. While the United States still lags far behind Europe in development of this industry, statistics compiled by the Department of Commerce show that figuratively and literally speaking, business is going up.

In 1926 only six airplane lines carried passengers in this country. At the end of June, 1928, twenty-two lines were carrying passengers. In 1926, a total of 5,782 persons traveled by air. In the year following the number increased to 8,679. Ninety figures are available for the first six months of 1928.

Air Mail Doubles
In 1926 there were 810,855 pounds of mail carried by air. In 1928 the air mail poundage was 1,654,165. In 1926 express and freight carried by air totaled 1,733,060 pounds. In 1928 the total was 2,263,480.

There are now approximately 13,000 miles of airways operating, and about 30,000 miles are flown daily on these airways. Mail routes cover 10,386 miles. On another 2,000 miles passenger and freight service is given.

In Europe about six times as many passenger routes are operating and twenty-two times as many passengers were carried in 1927. In that year 197,671 persons traveled by air. Three times as much freight was carried in planes, but less than twice as much mail.

Light More Airways
Lighting of airways in this country did not begin until the middle of 1924. At the end of last year, 5,872 miles of airways had been equipped for night flying, and it is estimated that another 2,000 miles have been added since then. Nearly 6,000 more miles will be lighted during the coming year, according to present plans.

Another sign of progress is seen in the increased number of airports that have been established. Counting municipal, commercial, private and Army and Navy landing fields, the number now totals approximately 1,600. More than 2,000 towns and cities have been "air-marked" for the benefit of fliers.

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At Gardens



Billy McAree

Billy Lynch and his Hoosier Nite Hawks will start an engagement at the dance hall at Walnut Gardens tonight. Billy McAree, well known on radio from the Firestone Corner, will be the chief entertainer. O. R. Scott is now in charge of the dance hall at the Gardens.

Police Chief Claude M. Worley today took issue with Councilman Robert E. Springsteen on his plan for youths to check overtime parking in the downtown district.

Worley said he was unable to see where the plan for youths to replace traffic policemen in placing stickers on cars parked overtime would be a saving since trafficmen check cars on their "rest period."

"It is impossible for officers to work continuously on downtown corners under all weather conditions. They must have a relief period. Employment of other persons to do the work they do during that time would be an extra expense. The officers are in the street and in a position to observe any law violations," declared Ira P. Haymaker, safety board president.

"Most youths would want the same salary as a patrolman," said Board Member Robert F. Miller.

Funeral services will be held Thursday afternoon for Lester L. Johnson, 38, of 919 Bradbury Ave., manager of the H. H. Woodsmall Company, who died after a short illness. Services will be held at the Christian Church at Shoals, Ind., and burial will be there.

Mr. Johnson was born in Shoals and came to Indianapolis after completing his education at Indiana University. He was with the local company for nineteen years and two years with the Citizens Bank at Marion.

He is survived by the widow, Mrs. Ina Johnson; a son, Lester L. Johnson; a daughter, Delista May Johnson; his father, Schuyler Johnson, of this city, and six brothers, G. L. Johnson and Thomas J. Johnson of Indianapolis, D. P. Johnson and Yennie Johnson of Chicago, Arvin Johnson of Wisconsin and David Johnson of Ft. Wayne.

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