

FLIERS PHYSICALLY FIT AFTER TWO WEEKS IN ARCTIC

TELL OF LONG TRIP OVER ICE; FUEL FAILED

Food Following Landing Was Limited to Small Portions of Pemmican.

PLANE IS UNDAMAGED

Told to Use Own Judgment in Matter of Salvaging Machine.

By United Press
JULIANEHAAB, Greenland, Sept. 4.—Physically fit, although they spent two weeks wandering through little known parts of Greenland while they sought Mt. Evans. Bert Hassell and Parker D. Cramer today made plans to proceed to the Greenland coast.

The pilots of the airplane Greater Rockford, which was forced down Aug. 19 on the Sukkerkoppen ice arm, expect to proceed to Holstensborg shortly.

Hassell and Cramer arrived at Mt. Evans—the destination of their flight from Cochrane, Ont.—late Sunday night. They were fatigued, cold and in need of food.

Ever since their plane landed Aug. 19, they had been beating a weary way through the unknown Greenland passes, seeking to find Mt. Evans.

Their food had been limited to small portions of pemmican.

But neither was hurt when the forced landing was made and their plane, trim Stinson-Detroiter, was undamaged when it was forced to land.

They had attempted to fly to a special landing field that had been provided at Mt. Evans, where the University of Michigan now has an expedition, but in some manner lost their way.

When their fuel supply was exhausted they had to start afoot towards the university expedition—the only group on Greenland that they knew.

When they reached the expedition Sunday night, according to advices relayed to Julianehaab, they were given food and within a short time rallied sufficiently to tell of the hazardous two weeks they had spent wandering about Greenland.

However, they immediately made plans to leave for Holstensborg by motorboat, where it is possible they will await a ship to carry them back to the United States.

Plane Condition Good

By United Press
ROCKFORD, Ill., Sept. 4.—Rockford's two fliers, Bert Hassell and Parker Cramer, have been instructed to use their own judgment in the matter of salvaging their plane, the Greater Rockford, stranded on the ice of Greenland.

The fliers radiod the backers from the headquarters of the University of Michigan expedition at Mt. Evans, advising that they had left the plane on the ice. They asked whether they should attempt to salvage it.

The radio message said that the plane was in good condition when the two fliers left it and went to the expedition's headquarters, but they feared it might be damaged by high winds or a breaking up of ice.

Hassell and Cramer had attempted a flight from Rockford to Mt. Evans and were lost for several days. News of their safety was flashed to Rockford Sunday, turning the city into a bedlam of joyous excitement.

No Word for Days

When no word of the fliers had been received here for days, Rockford had all but given up hope. Only the close relatives of the two retained a degree of hope for their safety and they too were beginning to fear that the men might never be heard from.

The faint hopes were bolstered at times by rumors of radio signals from the monoplane and a report from Greenland that the Greater Rockford had been sighted. Then nothing further was heard for several days.

Once the town was thrown into a near frenzy by a rumor which started when a locomotive whistle got caught. The whistle blew for fifteen minutes. Other whistles joined in the belief the fliers had been found. This report was quoted, leaving even greater dependency over the fate of the two.

Finally, late Sunday night, the definite word was flashed that all was well. Rockford outdid even its celebration at the time the armistice was signed. Every conceivable noise-making device in the city was brought into play to aid in telling the world that Rockford was glad.

Cutter Is Offered

Hassell's wife was told by the United Press of an offer by Admiral F. C. Billard, commander of the United States coast guard, to order the cutter Marion, in the North Atlantic, to bring the men to the United States.

She expressed appreciation of the offer, but added that she did not want to accept it and "find out that Bert had other plans."

"If he wants to continue his flight, I shall cheer him on," she said.

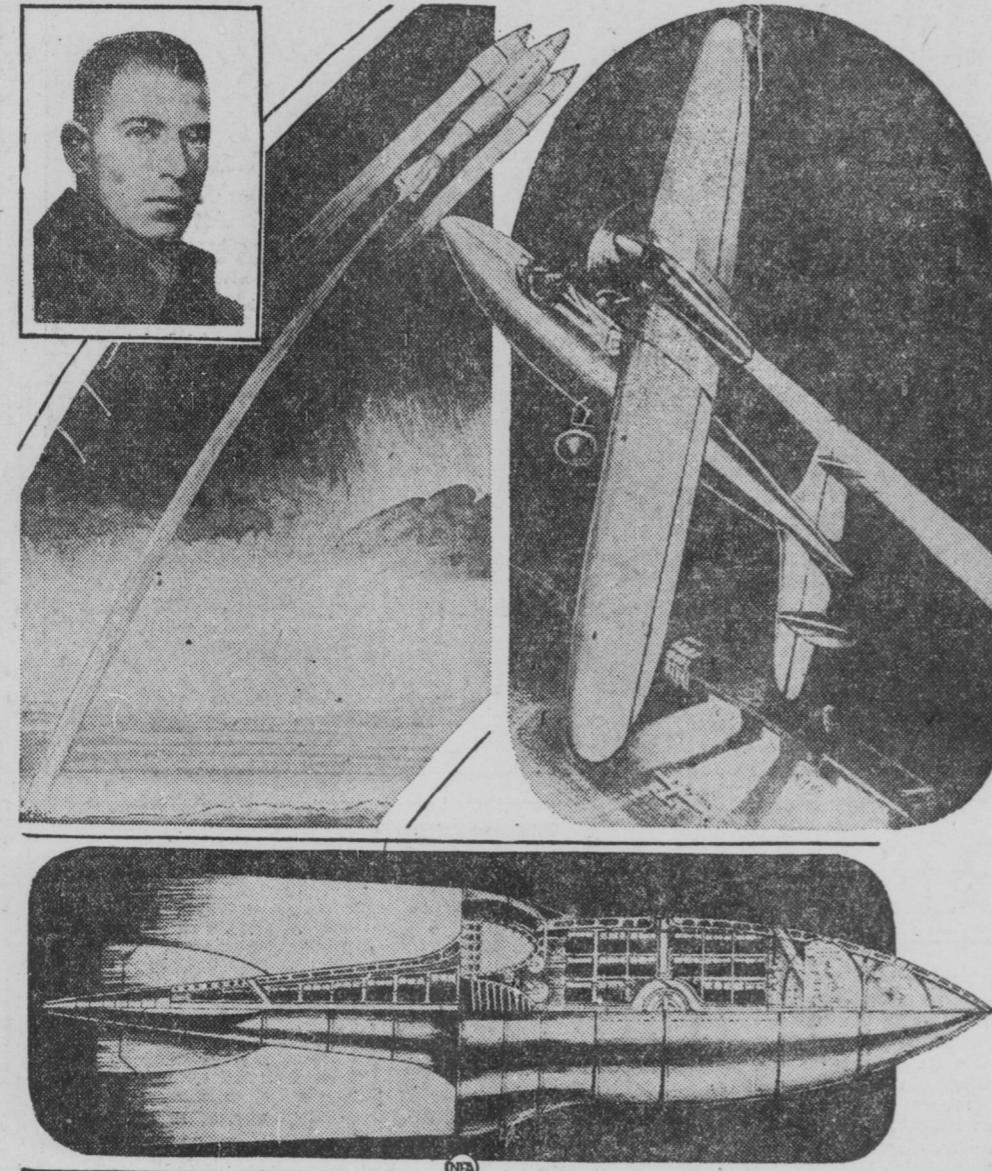
Rockford, however, wants a chance to tell the two men how glad it is they are safe and the town is concentrating on plans for a homecoming.

PROTESTS FAIR PRIZES

Marion Suit Holds Up Appropriation for Premiums.

By Times Special
MARION, Ind., Sept. 4.—Winners of Grant County fair premiums still are waiting for their money following filing of a remonstrance against the \$3,000 county appropriation for the fair association. The suit was filed by J. W. Pritchett of this city.

Visions Rocket Plane to Make Berlin-New York Flight in Hour



Here are three drawings of the proposed rocket airplane of Max Valier, who appears at the upper left. On the right is a graphic sketch of a single rocket plane as it would appear in flight. On the left, a double rocket plane. The sketch below shows the construction of a large rocket plane with parachutes under the nose, steering room and cabin—and rocket tubes in the tail.

4,500-Mile Speed Would Be Attained in Thin Air of Sky Ceiling.

By NEA Service

Like a fiery comet sailing through the sky, the rocket airplane proposed by Max Valier, Austrian aeronautical inventor, would link Berlin to New York within the remarkable time of one hour. The strange machine out-rivals the wildest dreams of Jules Verne.

Valier's proposal is an outgrowth of recent tests conducted outside Berlin with the rocket-motored automobile built by Fritz von Opel. This machine attained a speed of 230 miles an hour, but on a subsequent test it was destroyed by an explosion. Such a car may go even faster if a body can be designed to keep to the ground.

4,500 Miles An Hour

Since Valier's rocket airplane, however, would have the entire upper regions to itself, he has designed it so that it will attain a speed up to 4,500 miles an hour at an altitude of more than thirty-five miles. High up in this rarefied atmosphere, there would be practically no wind resistance to retard the rocketing plane.

Valier's proposed airplane looks like a huge fireworks rocket from the back of which would belch the explosions of powerful gases that would propel the ship through the air. Charges of explosive would be fired continuously into two or four magazines, shooting the ship into high air and over the ocean at a speed reaching 4,500 miles an hour.

Oxygen In Tanks

Within, in what is practically an air-tight cabin, would be the passengers, feeling no ill effect from the speed or the almost instantaneous propulsion into the extremely rare atmosphere thirty-five miles above the earth. An oxygen-supplied ventilation system would accommodate their normal breathing for the hour or so the plane would be in the air.

The height the rocket airplane is supposed to attain would be more than four times that ever reached by man. Man's altitude record so far is that of the late Captain Haworth C. Gray, who died on his descent in a balloon after he had reached the height of 42,470 feet—more than eight miles.

HUNGRY: SURRENDERS

DANNEBORG, N. Y., Sept. 4.—James Little escaped from Clinton prison ten days ago and sought refuge on Chazy Lake. He returned to prison Sunday night because he was hungry.

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