

— Aviation —

## GERMANS BUILD GIANTS OF SKY AT RAPID RATE

Flying Boats Three Times as Large as Any in Existence Made.

*By Times Special*  
BERLIN, Sept. 7.—Construction of big airplanes goes on apace in Germany. The Dornier Metal Airplane Company is building a series of flying boats which are to be more than three times as large as any in existence.

The first of the Rohrbach Romar planes is completed and three others are nearing completion in the Berlin plant.

More will be built as soon as the present ones are delivered. There are no larger flying boats in the world.

In addition to the Dornier and Rohrbach plants the Junkers Works at Dessau are constructing planes of the larger type. However, they are not designed for transocean flying.

Details Kept Secret

Though Professor Junkers is keeping details secret, it has leaked out that one of the new types is a four-motor plane similar to the Junkers monoplanes already in service.

Two motors will be set in each wing and they will develop approximately 2,000 horse-power.

The second new Junker type is a seaplane with three motors. It will hold eighteen passengers, but is not designed for long sea journeys.

The Albatross Company continues to manufacture the "Sleeping car" type now operating on the Berlin-Moscow line. Fokker-Wulf of Bremen also will confine itself to machines of the type it is turning out at present, capable of carrying twelve passengers.

Doubts Ocean Hop Velocity

Professor Heinkel, head of the firm bearing his name and manufacturing biplanes, is pessimistic about possibilities of constructing seaworthy planes, and has taken no steps toward manufacturing his machines.

However, the skepticism shown by some of the German airplane builders does not deter Rohrbach and Dornier from pushing onward. They are as certain of their ground as the others are confident the present big step is unwarranted.

Back of Rohrbach stands the German government. The Lufthansa is urging both plants to produce bigger and bigger machines.

Dr. Merkel, director of the Lufthansa, believes that 1928 is a critical year in air traffic and will mark the close of the epoch of restricted distance flying and will open an era of air transportation encircling the globe and crossing the seven seas.

Strange as it may seem, the construction of seaworthy planes is not giving the organizers of transoceanic service as much trouble now as finding methods for accurate navigation.

New instruments are needed which will enable precise bearings to be taken when the machines are traveling at full speed and also for plotting positions at dead reckoning when flying.

Doubtless the radio will solve the most difficult part of this problem by the time other necessary organization is completed.

Radio position-finding by triangulation rapidly is replacing light beacons on night land routes here.

Tour Europe in Month

*By United Press*  
LONDON, Sept. 7.—Lieutenant Haya, of the Royal Spanish air force, and Señor Ogarra arrived at Croydon airdrome early today, completing a 5,000-mile tour of Europe in slightly less than one month.

They flew in a British Avr-Avian light airplane.

Leaving Madrid, they flew over the Mediterranean coast to Italy, thence to Salonika and Constantinople, from where they went to Vienna, Prague, Berlin, Amsterdam and finally to London.

Tunes Up for Fair

Charles Thompson, Huntington, W. Va., landed at Hoosier airport at dusk Thursday in his Travelair biplane. Thompson flew to the Hoosier to have his motor tuned up by the airport mechanics. He plans to carry passengers at the Greensburg fair next week. He was accompanied here by Bob Bass.

Repair Derby Plane

Repairs were started today at Hoosier airport on the Lone Eagle biplane forced out of the trans-continental air race by engine trouble.

The ship, piloted by J. W. Hunt, Mountaineer, W. Va., will be flown back to Mountaineer next week. It was one of three planes in the race forced to abandon the contest Thursday while crossing Indiana.

Minus the propeller and part of the engine, and with the fuselage in flames, a plane piloted by D. R. Robertson, St. Louis, was landed on a farm near Carthage. The damage was caused by a broken connecting rod. Robertson fainted after landing the plane and escaping from the wreckage. A passenger, Earl Daugherty, was uninjured.

Another plane was forced down in a field twenty miles south of Indianapolis by a cracked cylinder head. The pilot, Harry Snedley, and Dr. George L. Bennett, owner and passenger, uninjured, continued by train to Kansas City.

A Challenger plane piloted by Don Phillips, Seattle, was delayed several hours at Terre Haute, but proceeded after repairs were completed.

A Pitcairn biplane, forced down at Indianapolis airport because of distributor head trouble, was able to proceed after hasty repairs had been made. A. C. Carl was pilot and A. K. Owens passenger.

G. W. Brill's plane made seven forced landings between Indianapolis and Terre Haute, but continued the race.

Flyer at 14



— Aviation —

## FLIGHT PROVES AIRPORTS NOT READY FOR WAR

Bombers Meet Many Vexing Delays on Journey to West Coast.

*By HERBERT LITTLE  
United Press Staff Correspondent*

EN ROUTE TO LOS ANGELES, ABOARD ARMY BOMBER, Sept. 7.

Commercial airport facilities under present conditions have proved inadequate to provide for national defense needs in case of a sudden mobilization of United States air forces on the western coast.

A United Press survey of this week's tactical maneuvers in the Army's crack bombing outfit, the Second Observation group, showed that, so far as speed is concerned, the attempt to fly to the Pacific coast to stop a theoretical threatening enemy fleet, has failed.

The Langley field groups, flying in huge Liberty-motored planes, have been almost perfect in performance, but the time lost in fueling and delays caused by inadequate facilities would prevent any such group crossing the continent in less than four days under present conditions.

Lack of night flying equipment over dangerous terrain also hindered the group's attempt to make speed.

The group, which has been in the air only thirty hours in making 1,600 miles from Langley to Midland, Texas, planned to reach Tucson to Washington with his flying instructor. Next to being a pilot, he says, his greatest ambition is to meet Lindbergh.

Airport Manager Here

R. E. Crabbill, manager of the Huntington (Ind.) airport, returned to Huntington Thursday night in his Eaglerock biplane, after spending the day at the Hoosier airport on business.

Pilot Anderson, Frankfort, Ind., flying an International biplane, stopped at the Hoosier airport on his return to Frankfort from Terre Haute, where he viewed the planes in the transcontinental air race.

The log of the fueling delays, most of which are ascribed by the flying officers to the fact that the airports are laid out and operated chiefly for the convenience of the lighter commercial planes, is as follows:

Ft. Bragg, N. C. (Army post) one

Although only 14 years old, Joe Garside of Boston, Mass., is a capable airplane pilot, but the United States Department of Commerce refuses to waive its 16-year-old age limit and grant him a pilot's license. The lad recently flew from Boston to Washington with his flying instructor. Next to being a pilot, he says, his greatest ambition is to meet Lindbergh.

The bombing plane is regarded as potentially the most destructive agent of war, especially as to munitions and morale. The Army now has fewer than forty of them in commission, but forty-four more

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This operation takes a half-hour if the equipment is ready. Many stations, including the one at Midland, fuel planes from an ordinary automobile filling pump, but a three-ton bombing plane cannot be moved about so easily.

The remedy for the situation is for airports, municipal, private, and Government, to make provision for obtaining drums of gasoline in large numbers, which can be taken out of each plane and pumped in.

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