

— 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 transoceanic 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 monoplane 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 Feasibility

Professor Heinkel, head of the firm bearing his name and manufacturing biplanes, is pessimistic about possibilities of constructing seaplanes, 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 Luftthansa is urging both plants to produce bigger and bigger machines.

Dr. Merkel, director of the Luftthansa, 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 seaplanes 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 Hays, of the Royal Spanish air force, and Senor Ogara, 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 Avro-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 transcontinental air race by engine trouble. The ship, piloted by J. W. Hunt, Moundsville, W. Va., will be flown back to Moundsville 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 Smedley, 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



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.

Airport Manager Here

R. E. Crabill, 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.

— 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 tonight by making a start today.

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 even larger machines, with lighter, more powerful air-cooled motors, are to be delivered to the Army next year at a cost of about \$35,000 each, without battle equipment.

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

In the Air

CONDITIONS AT 9:30 A. M.
(Compiled for The Times by Government Weather Observer J. H. Armstrong and Donald McConnell, Government aeronautical observer.)
East wind, five miles; barometric pressure, 30.26 at sea level; temperature, 64; ceiling, unlimited; visibility, three miles; light ground haze.

and one-half hours for servicing with oil and gasoline. The post has insufficient gasoline trucks to service the planes all at once.

Augusta, Ga., commercial airport, two and three-fourths hours. Bulky planes had to taxi up to underground storage tank hoses, and also to pump gasoline from drums.

Montgomery, Ala., Army post, three hours—situation similar to Ft. Bragg.

Monroe, La., commercial airport, two and one-half hours, after which planes proceeded to Shreveport with only 300 gallons of 1,500 needed, because gasoline requested the night before was not sent to airport.

Shreveport, La., commercial airport, one and one-half hours—Monroe and Shreveport delays caused failure to reach Dallas as scheduled that night.

Midland, Texas, commercial airport. This town, in middle of the great oil fields, was unable on two days' notice to get enough gasoline drums to enable quick fueling. Fueling took four and one-half hours, which prevented a 300-mile scheduled afternoon flight to El Paso. The unlighted Ft. Bliss field and the narrow runways made a night landing there unsafe.

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.

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.

Flying Cafe Dropped

By United Press
PARIS, Sept. 7.—The "flying restaurant" has been discontinued by the company which organized the first service on the Paris-London route, and henceforth air tourists will have to be satisfied with lunch-baskets obtained before leaving the airdrome or an occasional sandwich served cautiously en route.

Experts studying restaurant system discovered extreme vibration due to the movements of the passengers during their luncheon.

JOHN COOLIDGE, 22, PASSES DAY IN HOME TOWN

Spends Anniversary Quietly
With Friends, Neighbors
in Northampton.

By United Press

NORTHAMPTON, Mass., Sept. 7.—John Coolidge observed his 22d birthday anniversary today in this city, where he lived before becoming "The first lad of the land."

Russell Wood, secret service companion of the President's son, said that no plans for a celebration had been made, and that Coolidge would spend the day with neighbors and friends.

It had been reported that friends were planning a birthday party in Coolidge's honor, but Wood said he doubted that anything of the kind would be held. Coolidge might have dinner with neighbors tonight, it was said.

During the day Coolidge was expected to pay another visit to the bedside of his grandmother, Mrs. Lemira Goodhue, who has been seriously ill for many months at Dickinson Hospital.

Coolidge told newspaper men earlier this week that he was expecting to make a definite announcement within a few days as to what job he would accept.

TAKE INGERSOLL HOME

Body Returned to Birthplace for
Burial.

By United Press

DENVER, Colo., Sept. 7.—The body of Robert H. Ingersoll, dollar watch king, who died here Wednesday, was enroute to his boyhood home at Lansing, Mich., today for burial.

Publishers' Craft Here

Gust Lindquist and Floyd Keepers, of the Prairie Farmer Publishing Company, who landed at Hoosier airport Tuesday, will leave for Chicago Saturday in their Waco biplane.

Lindquist and Keepers flew over the State fairgrounds Thursday and made aerial photos of the crowds for the fair publication.

Champ at 16



Ruddy

Here's Raymond Ruddy, the New York Athletic Club's 16-year-old swimming prodigy and a member of the 1928 Olympic team. At the President's Cup races on the Potomac the other day, young Ruddy finished first in the three-mile event.

MEN BARRED ON HOP

Amelia Earhart Plans for
'All-Woman' Flight.

By United Press

NEW YORK, Sept. 7.—Amelia Earhart plans to fly the Atlantic again—either alone or with another woman. There will be no man along.

For two months past the first woman to fly the Atlantic by plane has been mastering the technical points of flying "blind" in oceanic

fogs, according to John K. Winkler, who writes a biographical sketch of Miss Earhart in the current Smart Set Magazine. Miss Earhart herself has remained reticent, but Winkler's information comes from members of her family and her business advisers.

"It is her ambition to pilot the first all-female plane across the Atlantic," he says. "If possible she will go alone. Otherwise she will enlist some aviatrix of proved ability, such as Thea Rasche."

Sugar was regarded as a medicine for some time after its introduction into Europe.

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