

## WORLD FLIERS WON FAME BY OIL ACCIDENT

Mishap to Post Brought  
About Globe-Girdling  
Record Journey.

**By United Press**  
NEW YORK, July 2.—A man who "didn't give a hang" about anything but aviation and another whose earliest life had been bent toward charting difficult courses were in the world's spotlight today—and all because of an oil well accident.

Wiley Post and Harold Gatty—born on different sides of the world and to different modes of living are pals mainly through the fact that both have lived and suffered through the cause of aviation in the last few years.

Wiley Post lost an eye in an Oklahoma oil field accident. That gave him \$2,000 compensation and his first airplane the start of his flying career that brought on the famous world-girdling flight.

Harold Gatty trained in the Australian Naval Academy as a navigator, charted courses on the South seas as a youth in his teens, became interested in aviation and after one unsuccessful trans-oceanic attempt, joined Post in their record-smashing around the world undertaking.

### Post Born in Texas

Post was born at Grand Plain, Tex. In his youth he moved with his family to Maysville, Okla., where the elder Post built up a farm. But Wiley wasn't much good on the farm. He disliked it. His father remarked that Wiley "just didn't give a hang."

That was in the day of the Oklahoma oil boom. Jobs beckoned from the rich oil fields. Wiley tried them. He worked on a number of such jobs, the while completing his early education.

Even as a boy he became interested in parachute jumping. He was adept at it even though his father did not care particularly for it.

Then on one oil job there was an accident. A piece of metal struck Wiley in the eye. He lost the sight of that member. The oil company gave him \$2,000 compensation and with that Post bought a "crate" and started barnstorming.

### Demand Pilot's Job

For three years he was a "barnstormer" and his adventures and experiences were many—just as they were with other barnstormers of that period, including such famous fliers as Colonel Charles A. Lindbergh.

F. C. Hall, backer of the sturdy Oklahoman, takes up Wiley's story from there.

"One day he came into my office with a leather cap in his hand and said he wanted to be my pilot," Hall remarked. "He said he'd be heartbroken if he didn't get the job. What was I to do but let him have it?"

Wiley got the job. Subsequently through Hall he got the plane now the Winnie Mae. It was named the Winnie Mae after Hall's daughter and cost \$22,000. And in that plane he won the Los Angeles-Chicago air derby in 1930 with an average speed of 192 miles an hour.

### World Flight Goal

But a world flight was his goal. His young wife—May Lane of Sweetwater, Tex., whom he married in 1927—when he was 28—was in favor of it. Hall agreed to his flight and established refueling bases. And so the start was made in a search for a navigator with Post coming back to Oklahoma one day with Harold Gatty, from Los Angeles.

Hall didn't know who Gatty was but said:

"If Wiley wants him, all right."

The navigator was born at Campbell town, Tasmania, Jan. 5, 1903. At 13 he entered the Jervis Bay naval school, the Royal Australian school which corresponds to the United States Naval Academy.

For four years Gatty studied navigation. He served four years as a merchant marine navigator and then went aboard a private yacht as a navigator.

Three and one-half years ago he went to Los Angeles in 1927. Once his interest in aviation was thoroughly aroused and he studied under Lieutenant Commander Philip Van H. Weems of the United States navy. Weems later went to Annapolis and Gatty opened a training school at Los Angeles.

Among his students was Mrs. Ann Lindbergh and of his navigation ability, Colonel Lindbergh remarked:

"He is one of the greatest navigators in the world."

Last summer he went to Japan to be the navigator for Harald Bromley's flight across the Pacific. They took off toward Seattle. Twenty-

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### Back to Song



## U. S. FINANCES SUFFER, FINAL REPORT SHOWS

Lower Revenues, Increased  
Costs Cause Deficit of  
\$903,000,000.

**By United Press**  
WASHINGTON, July 2.—Official figures showed clearly today how deeply hard times of the past twelve months bit into federal finances. They revealed how completely treasury estimates of a year ago had been upset, and made the government's balance sheet lopsided with a record deficit.

Final totals for the fiscal year just ended, made public by Acting Treasury Secretary Ogden Mills, placed the deficit at \$903,000,000, which was well within President Hoover's estimate of about six weeks ago but greater by hundreds of millions than Secretary Mellon's guess late last year.

Geraldine Farrar, not-so-long-ago idol of the opera stage, emerged recently from the seclusion of her Connecticut estate to sing over the radio.

This new picture shows the singer in her Ridgefield home with a favorite volume of songs, vivacious and charming as in the days when she was one of the world's greatest Carmens.

They showed the public debt had been increased more than \$600,000,000 in 12 months, that income tax payments and customs receipts had received terrific wallop from the economic depression, and that expenditures had gone up.

Total ordinary receipts in 1931 were \$3,317,000,000 as compared with \$4,178,000,000 in 1930.

Expenditures chargeable against ordinary receipts in 1931 were \$3,994,000,000 as compared with \$3,991,000,000 the year previous, so that 1931 showed a deficit of \$903,000,000 as compared with a \$184,000,000 surplus in 1930.

It was the business depression,

five hours and 1,200 miles out an exhaust ring broke. It was impossible to continue to the United States.

They turned about and flew directly back to their starting place with gas fumes, caused by the ring break, flooding the cabin. Seriously was Gatty affected that he was in the hospital two months.

But Gatty, who is 28, married, and father of three small children, didn't let that adversity affect his flying career and he went in with Post only to run into another accident on this world flight. The propeller of the craft back-fired at Nome. It slashed at his arm and body. He waved away medical assistance and said:

"It's nothing, only a bump."

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## ROOSEVELT IS 'OVER A MILE OUT IN FRONT'

Uses Same Tactics Which  
Won Hoover, Smith  
Nominations.

**By United Press**

WASHINGTON, July 2.—Tactics which brought presidential nominations to Herbert Hoover and Alfred E. Smith in 1928 are being followed in one major respect by Governor Franklin D. Roosevelt of New York, a top-rank Democratic possibility.

That is the attempt to stake out claims for delegates early and so extensively as to foreclose opponents before they are well started.

Roosevelt is saying nothing about the presidency. On the contrary he is busy attending to his duties as Governor—except for the time taken in making speeches, which seem to be more numerous than those of Smith in a corresponding situation four years ago.

Roosevelt's presidential department is in charge of James A. Farley, chairman of the New York state Democratic committee. Farley is now on his way to the Pacific coast, to attend the Elk convention in the same sense that Treasury Secretary Mellon went to Europe to see his son get a college degree.

Farley will talk a lot to people who aren't brother Elks. And if he is, he will bring back options on a good string of Pacific coast convention votes.

Convention time being still one

year away, chicken counting is not yet in order. But most politicians regard Roosevelt as ahead of the field in the Democratic race.

Whether it is a help to be so far out in front now or not, the fact remains that Hoover and Smith were nominated four years ago largely because they got so far out front that no one could catch them. They afford interesting parallels to Roosevelt's situation. He stands, as they did, a leader against the field.

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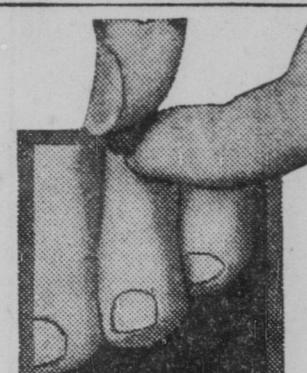
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