BLOOMINGTON, ILLINOIS
AVIATION
1920, 1930, 1940

Compiled by
Marion McClure
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INTRODUCTION

The purpose of this book is to preserve and make the material available to any one interested. It is from a collection kept in a desk drawer accumulating over a number of years. Thanks should be given to the friends who have given it to me...to Fran Carnahan for her husband Art's history, to Alice Ellis White and Betty J. Herman for their collection of Pantagraph clippings. Betty's came from her mother, Mrs. William Bennet. To the Goff family for their family photo album from which snapshots of the field north of Normal came. And to Herb Morphew from the talk he gave to the Bloomington Chapter EAA March 21, 1985, and his recollections of the Tilbury Flash as he wrote for the EAA magazine "Vintage Airplane" February and March 1991. And Rick McDermott for his Lindbergh Illinois history. I have nothing on local history of aviation before WWI or people who served in WWI aviation. It might be said the decades of 1920, 1930 and 1940 were the "golden years" of aviation in Bloomington, Illinois.

Marion L. McClure
July 1998
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AVIATION IN BLOOMINGTON
By Art Carnahan (1950)

Many people seem to believe that aviation in Bloomington started with the establishment of the old Bloomington airport, located north of Normal in the year 1927. To the best of my knowledge, credit for owning the first airplane in Bloomington should go to Harvey Wurzburger, who now operates the Six Points Garage. Mr. Wurzburger learned to fly in St. Louis, and in May of 1923 his enthusiasm for the sport led to his purchase of a Curtis JN4D. As there was no airport at that time, he flew his plane from a farmer’s field located south of the city.

Roger Humphreys was another who owned an airplane in the early twenties when they were considered a rare item and before a real airport was established. Mr. Humphreys was extremely active in stimulating interest in aviation during the years that he resided in Bloomington, and served an important part in its advancement.

Flying activity in about 1925 was conducted from a field six miles east of Bloomington, on Route 9, which was known as Sweeney’s pasture. There were no hangar facilities, and the owners simply tied their airplanes out in the open. Several fields that were large enough and level enough were used for airplane landing strips by local flyers and by “barn-stormers”. Forman’s field was one of these, and was used on occasion by John A. Brokaw, who was one of the first military pilots from Bloomington.

In 1925, a barn-storming troupe known as the Gates Flying Circus came into Bloomington. With them was a pilot named Basil Sims, who remained in this locality and instructed others to fly. It was at this time that I became interested in flying. Those who remember Basil, will be sorry to learn that his flying career was ended while he was testing aircraft during World War II.

In the spring of 1927, the late Herman A. Will opened that first authentic airport in Bloomington. It was a 72 acre tract of land, approximately four miles north of Normal. The Bloomington Flying Club was organized shortly thereafter. Among members of this club were Jack Simmons, Jack Bell, Charles O’Malley, Victor Neirynck, and Mr. Will. They purchased a JNA-4, or “Jenny”, as it was more commonly called. This was an open cockpit, bi-plane, and powered with an OX5 motor.

Flying activity increased rapidly and many airplanes were in use. James Ingram moved to Bloomington bringing with him a Hisso Standard airplane. Vernell “Red” Irwin purchased his own Waco 10 in the late twenties. Louis Horn bought a Travelair. Ferdinand Schad and Leo Jackson added another Travelair. Carl Klawitter and Clarence Axtell were joint owners of a Super Swallow and Ben Snyder was a Jenny owner. In the summer of 1929, the Pantagraph purchased their first “Scoop”, which was a Waco bi-plane. The Illini Air Transport, owned by Mr. Parkhill added a Stinson SM8A to the group. Archie Baldridge, who is still actively engaged as a pilot and flight instructor, owned an OX5.

Benny McMillion, Eddie Brooks, Tommy Woods, Wilbur Haker, George Goff, Ray Loomis, Henry Crutcher, Claude “Mullie” Kendall, Walter Young, Lander Van Gundy, J. R. McIntosh, Herbert Parker, and Charles Zweng were among those who either owned airplanes or shared an interest in ownership. Roger Humphreys owned a Waco 10, as did Franklin “Juggy” Kemp. Bill Bennett had a Monoprop. Glen Langdon and Dwight Leeper were owners then who have continued their interest in aviation and own their own aircraft at the present time. Walter W. Williams added a six-place, closed cabin, Stinson-Detroiter and G. Ermond Mecherle a four-place Monocoach. These were among the first closed cabin airplanes.
Undoubtedly I have unintentionally overlooked some names in this group, although I sincerely hope not.

The Daily Pantagraph, and Mr. Davis Merwin, himself a pilot, are to be highly commended for their active interest in aviation. Scoop 1, purchased in 1929, was flown by Jack Bell until his death in 1930. I then took over the piloting of Scoop, and continued in this capacity until Scoop the IVth, a cabin Stinson was sold in 1941. Scoop was used in making tours of Central Illinois, and sometimes for the delivery of special editions; but principally for aerial picture coverage on major news events in this locality. These pictures were taken with the Pantagraph's own equipment, and by staff photographers, which was a record for aerial photographic coverage that few other newspapers in the world could approach. I do not know the exact number, but I am sure that the aerial photographs that Frank Bill, now Farm Editor of the Pantagraph, has taken would be numbered in the thousands.

In 1930, a glider club was organized under my supervision, with twenty members on the roll. This was the first and only non-mechanically powered aircraft in Bloomington. It was quite a novelty at that time, and presented a new interest in aviation.

Although feminine interest in flying has developed in recent years, the first woman from Bloomington to solo an airplane was Marguerite Mecherle.

A history of aviation in Bloomington would not be complete that didn't recall the activities of the late Dr. Harry L. Howell. Dr. Howell and Dr. Watson Gailey served as the aviation medical examiners for many years and were both interested in the advancement of aviation. Dr. Howell organized the first local chapter of the National Aviation Association and served as its first president. He was a familiar figure at the airport for years, and often accompanied the pilots on their trips. His ambition to solo an airplane was almost realized, when illness prevented it.

Bloomington aviation interest was not only making local headlines, but was showing itself nationally in the early thirties. Owen Tilbury designed a very small racing airplane, powered with a Henderson motorcycle engine. He was assisted in the building of the plane by Clarence Fundy, Clarence Rousey, and others with the interest and the urge to work for fun. This tiny airplane, with a fifteen foot wing span, was entered in the Chicago All American Air Races. It was a great thrill for those who built it and for myself, as pilot, when it became nationally famous by winning the Polish Trophy. This race, for 115 cubic inch engines, did a great deal toward encouraging the manufacturers to develop small cubic inch engines with low horsepower.

The Monocoach, owned by G. Ermond Mecherle also made its mark in the national aviation history. I flew this ship in the Cord Trophy race from Los Angeles to Cleveland, and was accompanied by Herbert Morphew, as mechanic. There were almost 170 contestants, and we finished in third place. Flying this same airplane I also won the Italian trophy race at the Miami All American Air Faces. The Coach won many other races, and exhibition flights but the two I have mentioned were the outstanding national honors received.

Many nationally famous pilots have used the facilities of either the old or present Bloomington airport. Among them are General James Doolittle, Clyde Pangbournro, Roger Q. Williams, Clarence Chamberlain, James Hayslip, Arthur Goebel, Len Povey, Joseph C. Mackey, Roscoe Turner, Frank Cordova, Amelia Earhart, Arthur Davis, Harold Neuman, Harold Johnson, John Livingston, Benny Howard and Mike Murphy.

In April of 1931, it was learned that Century Air Lines were interested in using Bloomington airport as a regular stop between Chicago and St. Louis. The next few months were busy ones for Mr. Will and the
aviation committee of the Association of Commerce. Additional acreage had to be obtained and 35 acres were leased from the Bertram estate, making a total field acreage of 113. Improvements were made on the airport, and passenger service was finally inaugurated in October of that year. Many interested citizens donated to the fund necessary for the additional land lease. Passenger service continued for several months, with as many as eight stops at the airport daily. Due to a very wet winter in 1931 and 1932, the field became too soft for use by the Aviation Corporation, now known as American Airlines. Various improvements in the field were requested by this new company, and in a final inspection of the facilities it was determined to be inadequate. As a result of this decision, passenger service was terminated.

As the early thirties were very insecure economically speaking, a great many owners sold their airplanes and flying activity was at a low ebb. Aviation interest was stimulated somewhat, when the present Bloomington Municipal Airport was made possible due to Civil Works Administration, which was a phase of the recovery program. It encouraged the construction of municipally owned airports. The Association of Commerce Aviation committee, and John B. Felmley, McLean County CWA chairman; recommended to the city council that Bloomington take advantage of this plan. Through the efforts of Mayor Wellmerling, the city council, and many, many interested citizens this development became a reality.

The present Bloomington Municipal Airport was dedicated on Sunday, October 28, 1934. 60,000 people, one of the greatest crowds in Bloomington history gathered on and around the airport to witness the dedication. 83 airplanes took part in the activities, and automobile traffic was blocked for miles in all directions.

When the airport was dedicated, work had been completed on two diagonal asphalt runways, and the present hangar had been completed. Airlines expressed a desire to use the field for passenger stops, and a franchise was held by Chicago and Southern and American Airlines to use the facilities. Apparently the major airlines have never thought that Bloomington had a sufficient volume of passenger business to warrant a stop, and the field facilities were always determined to be inadequate.

Private flying, as it is called, was showing an increase in activity in 1936 and this continued until just before World War II. Among the Bloomington locality residents who owned airplanes during this period were Lewis Probasco, David Davis, Walter Williams, the Daily Pantagraph, Robert Davis, Russell Teutsch, Reed Johnson, Charles Zweng, Leo Jackson, Harold Medbery and George F. Dick, III. It would be impossible to list the many hundreds who took flying lessons during those years.

In 1940, the first flight training program sponsored by the federal government was started. This was called a Non-College Civilian Pilot Training Program. The Association of Commerce acted as the local sponsor of this program, and David Davis was appointed by them to serve as the coordinator. The ground school training was given at the Bloomington High School, with Harry Adams and Roy Hostetler acting as instructors. Flight training was given at the airport by Carnahan Flying Service.

Following the Non-College program, a very similar program went into effect, namely the College Civilian Pilot Training Program. Students from Illinois State Normal University and Illinois Wesleyan University were enrolled, and the ground instruction was given by university staff members.

In 1942, the government could see that a need for flight instructors was in view, and Commercial Pilot Refresher and Flight Instructor Refresher courses were established. The ground instruction for these was conducted at the airport. Pilots for these refresher courses were sent into Bloomington from other sections of the state.
In August of 1942, a pre-glider flight training program commenced. This was the first program where the students were actually inducted into government service. These trainees were trained in elementary flight before entering glider training at a regular Army base. An ample supply of glider pilots was obtained in a short time, and then another type of program went into effect.

A group of Navy V-5 cadets arrived in April of 1943, for their elementary flight training. The first class of cadets was housed and received their ground school training at Illinois State Normal University. They were moved to Illinois Wesleyan University within a short time in order to make room for a Navy V-12 program at Normal. The V-5 program was under the supervision of War Training Service and the Navy. Navy officers were in residence. Approximately 1000 boys received their elementary flight training in Bloomington on these government programs. Flight training for the Navy continued until July 1, 1944.

Following World War II, airplanes were again available for purchase by the private pilot, and the airplane was seen as a practical means of transportation for people in business. The Paul F. Beich Company, Steak-N-Shake, Inc., Lutz Canning Company, and the John Felmley Company were some of the business concerns to purchase their own aircraft. Among the private airplane owners using their planes for both business and pleasure were Arthur Concollo, Franklin Parker, J. J. Woltman, E. W. Gilbert, Dr. B. H. Pickard, Oliver Luerrson, Howard Fisher, Wilbur Smith, Helen Greinke, Glen Langdon, James Tuley, David Davis, Robert Davis, Russell Teutsch, Harold Medbery, Emory McClure, Phil Auth, Elmer Bano, George Warsaw, Coke Heller, Gilbert Hines, Glen Bagby, Fred Wissmiller, Dewey Varboncouer, Jesse Barker, Jack Streeper, and Donald Schlosser. While all of these are not residents of Bloomington, they are from the immediate vicinity. There has been a trend during the past few years for farm owners and farm tenants to erect one place hangars and have their own landing strip on the farm. McLean County has a very active group of Flying Farmers.

In September of 1946, a flight program was offered in conjunction with GI training. Private, Commercial and Flight Instructor courses were all given. Enrollment was good for the first two years, but gradually decreased until the contract was terminated in 1949 due to lack of interest by those eligible for the training.

The most recent improvement at the airport was the completion of a concrete runway, and a paved apron in front of the hangar. This was made available through an improvement program sponsored by federal, state and city government. The city of Bloomington purchased additional acreage to make the runway extension possible, and as their share of the expense.

Ozark Airlines have very recently been granted a route which is including Bloomington as a stop for passenger and airmail service. It is hoped that this service will be available before the end of this year, 1950. It will be the first time that the Bloomington Municipal Airport has had airline service, and if it develops as planned, it will be another step in the advancement of aviation in Bloomington.
Lindbergh History

April 1926 - November 1926

Rick McDermott (Grandson of Pete Thompson)
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My grandfather’s name was Pete Thompson. You may not know of him but then you may not be familiar with the excitement around Covell, Illinois on November 3, 1926. The following is a story of how Charles Lindbergh and Pete Thompson crossed paths and made history.

Robertson Aircraft Corporation:

The government had introduced sketchy air mail service in 1918 and had extended it coast to coast in 1920. By 1925 the service had added a number of feeder routes. A total of nine such routes crisscrossed the country. Brothers William and Frank Robertson (World War I pilots) from St. Louis operated C.A.M. #2, a government contract airmail route between St. Louis (STL) and Chicago by way of Springfield (SPI) and Peoria (PIA). (278 mile route, five round trips a week, beginning on April 15, 1926). The government paid by the pounds of mail carried, often the sacks weighed more than the mail inside. Robertson was one of a few aircraft companies to carry mail only. Most also carried passengers to offset costs.

Three Pilots:

Lindbergh, age 24, was hired as Chief Pilot with a salary of $300.00 a month. Thomas Nelson (23) and Phillip Love (23) army buddies of Lindy’s, were also recruited. Lindbergh required each pilot carry a flashlight and be equipped with a new type silk parachute (Irving) for emergencies. He promised that no penalties would be laid against a pilot if he used his chute. There was a saying in the service about a parachute. *If you need it and haven’t got it, you’ll never need it again.* Pilots had to fly in visual contact with the ground. Some of the best pilots were killed when they pushed on into bad weather and fog. Weather reports were unreliable. There was no verbal communication with people on earth except for a friendly wave. Airports were cow pastures with a wind sock. There were very few rules or regulations to protect the pilot or, for that matter, the people on the ground.

Aircraft:

The Robertsons purchased four (#109/110/111/112) De Havilland D. H. 4s, a fabric wing, plywood fuselage biplane with a 12 Cylinder, 400 hp, water cooled Liberty engine. (Top speed 124 mph, range 250 miles, normal cruise speed of 90 mph) Designed in England in 1916, the D. H. 4 was a famous single engine bomber in World War I. In 1923 in its civilian incarnation (5000 built under U.S. license), the completely overhauled plane proved to be an adaptable mailplane. Landing lights and extended exhaust pipes that shielded the pilot’s vision from the glowing exhaust made the plane a good night flying mail plane. In war time the pilot flew from the front cockpit with an observer in the back. For civilian use, however, the pilot swapped seats putting the mail in the forward cockpit.
The open cockpit planes were acquired from Army surplus for $100.00 each, then rebuilt in the Robertson’s company maintenance shop. Lindy had serious misgivings when the four D. H. 4s arrived at Lambert Field in STL. The planes had been declared unfit for any kind of military use. To make sure the planes would not fly again, an ax had been applied to the fuselage. The airplanes required almost a complete overhaul in the Robertson maintenance shop.

Contract Mail Route #2: (C. A. M. #2)

The route between STL and Chicago (Maywood, Illinois) operated on a schedule that saved one business day over train service to New York. A letter mailed in STL before 3:30pm was rushed to Lambert Field by a fast mail truck, transferred to a plane which was waiting with the engine running and flown to Chicago by 7:15pm. In Chicago, the mail would connect with mail coming in from California, Minnesota, Michigan and Texas. A Chicago to New York overnight plane (with a stop in CLE) would depart Chicago immediately upon the arrival of all of the inbound planes. The mail was in the post office in New York in time for the first delivery of the day. During the first five months of operations, 98% of the flights made their connections. Winter was a different story. Only two conditions would delay air mail: Ice and Fog. Ice comes from visible moisture which forms from freezing raindrops or partially melted snowflakes that fall through a below-freezing layer of air. Ice formation on the wing and/or propeller greatly affects the performance of the plane. Aerodynamics of the wing change when ice forms thus increasing the speed at which the aircraft may stall. A reduction in lift and thrust with a corresponding increase in drag and weight results. If no corrective action is taken to get out of this icing condition, there comes a point when the aircraft loses its ability to fly. The pilot has three options: 1) climb to a colder altitude where ice won’t stick, 2) descend to a warmer altitude where ice will melt or 3) turn back and go home. Fog is a cloud at or near the earth’s surface. Flight visibility above a fog layer is usually good. Depending on the thickness of the fog, you can usually look straight down through it and see objects quite clearly below. To the surprise of many pilots, the runway seen just seconds earlier has compactly disappeared. Slant or forward visibility in fog is usually near zero. Pilots had to rely on visual references on the ground to land as there were no navigational aids.

Sept. 16, 1926, (Aircraft #112)
Lindbergh departed STL at 4:25pm arriving in Springfield at 5:10pm. After picking up additional mail, Lindy departed for PIA landing at 5:55pm. At 6:10pm Lindy started the PIA to Chicago leg. There was a light ground haze with partly cloudy skies. Darkness came at approximately 25 miles northeast of PIA. A low fog rolled in a few miles northeast of Marseilles, Illinois at the Illinois River. Fog extended upward to 600 feet and Lindy was unable to fly under it. Flying northeast until 7:15pm, a glow on top of the fog indicated a town below near Chicago (Maywood). After circling for thirty-five minutes with no luck in finding the field, Lindbergh headed west to clear Lake Michigan. Flying westerly for fifteen minutes then turning southwest, Lindbergh was hoping to find the edge of the fog bank at the Illinois River. To Lindy’s surprise, the engine started to sputter. I thought the carburetor jets were clogged. There should be plenty of fuel remaining in my mail fuel tank. I followed my emergency procedure and switched to the reserve tank. The engine came back to life immediately. The main tank must be dry. At 8:20pm the main fuel tank was indeed dry and Lindbergh was left with only the reserve fuel. Unable to find a break in the fog, Lindbergh was forced to make his third emergency parachute jump. (from an altitude of 5000 feet) When the engine sputtered and died, Lindbergh jumped out of the right side pulling his rip-cord after falling about 100 feet. The Irving Parachute (seat type) functioned perfectly. While descending gently to earth, Lindbergh heard a dreadful sound. The plane’s engine (in a nose down attitude) roared to life as the residual fuel in the lines reached the carburetor. Lindbergh had neglected to switch off the engine’s ignition switch. It seemed as if the plane was chasing Lindy as he tried to steer his chute away from the plane as it spiraled to earth. The plane was in a left spiral of about a mile in diameter passing
approximately three hundred yards away from Lindy, leaving him just outside the circle. Their rate of
descent was about the same. The plane made several passes at Lindbergh before he landed in tall corn stalks.
Lindy walked in the heavy fog to a farm yard where a carload of farmers had gathered to look for the downed
airplane. Lindy had to show the farmers his parachute in order for the men to believe that he was the pilot.
After a short search, a neighbor found the crashed plane about two miles away from where Lindy had landed.
The plane had skidded along the ground for about eighty yards, gone through a fence and came to rest on the
edge of a corn field about a hundred yards short of a barn. The mail was on the ground intact. The Sheriff
from Ottawa arrived and we took the mail to the Ottawa Post Office to be trained to Chicago at 3:30am.

After an investigation into the cause of the crash, it was found that a mechanic had removed the 110
gallon fuel tank for repairs and had replaced it with an 80 gallon tank failing to inform anyone of the
chance. Instead of being able to return to PIA and clear skies, Lindbergh ran out of gas while over the
fog bank searching for an airstrip.

Nov. 3, 1926. (Aircraft #109)
C.A.M. #2 (Contract Air Mail Route #2) Lindbergh departed STL at 4:20pm and arrived in SPI at 5:15pm.
Weather at SPI was 500 feet overcast. After a five minute stop for mail, Lindbergh headed for PIA. Twenty
minutes north of SPI, Lindbergh ran out of sunlight. Light snow had started with the ceiling at 400 feet. Due
in PIA at 6:00pm, Lindy was flying into an ice storm that blotted out the lights below. Visibility in Pekin
(south of PIA) had dropped to a half mile. Lindy flew on towards PIA at 600 feet where visibility was less
than a half mile with a heavy mist and fog. Twice Lindy could see the lights below at 200 feet, but was unable
to land. Circling PIA for thirty minutes, Lindy headed northeast towards the Chicago area. Weather earlier
that day for a previous flight had shown the ceiling and visibility better in the Chicago area.

Having enough fuel for about 1:10 minutes and :20 minutes of reserve, Lindbergh knew going back to
STL was impossible even if he could navigate directly. The only lights Lindy saw were on the field at PIA
but the fog was just too thick. He flew northeast for thirty minutes at 2000 feet then dropped down to 600
feet. There were numerous breaks in the clouds and occasionally ground lights could be seen at 500 feet.
Lindbergh passed over the lights of 4 small town and a few minutes later came upon a fairly clear area in the
clouds. Climbing to 600 feet, he released his only flare, but the parachute connected to the flare caught the
plane's tailskid. The flare, torn away from the parachute, plummeted to earth like a rock. For the
second time in six weeks, Lindy was left with only one piece of emergency equipment, his parachute.
Running low on gasoline (:10 minutes of fuel in the pressure tank) Lindy began climbing heading south
towards the less populated areas out in the country. Lindy decided to leave his ship rather than attempt to
land blindly. Lindbergh thought if he could see the stars, he would not mind leaping into the storm. The main
gas tank went dry at 7:51pm and the reserve tank dry at 14,000 feet 19 minutes later. At 8:10pm Lindy
reported; I rolled the stabilizer at 14,000 feet and cut the switches. (Remembering the previous jump when
he had neglected to turn off the ignition.) Pulling the plane into a stall and just about to go out over the right
wing, when it suddenly dropped. Fearing that the plane might strike his parachute, Lindbergh returned to the
flight controls. After righting the plane, I got over on the left side of the cockpit. The airspeed read 70 miles
per hour with an altitude of 13,000 feet. (Set Night Jump Record) Lindbergh jumped yanking the rip cord
immediately after clearing the stabilizer. The parachute functioned perfectly. The last I saw or heard of the
plane was when it disappeared into the clouds as just after my chute opened. Lindbergh floated gently
down through snow then rain before coming to earth. Unfortunately the fog was so thick Lindy was unable
to see the ground in time to avoid landing on a barbed wire fence on the Robert Runge farm near Covell,
Illinois. He was saved from serious injury by his heavy khaki aviation suit. Seeing lights from a small town
less than a mile away, Lindbergh with his parachute underarm, walked towards Covell. Lindy entered the
Joe Williams General Store to find four men playing cards. *Anyone hear a plane crash?* No one recognized the slim aviator.

B. K. (Pete) Thompson, a 22 year old farmer, offered his help. Having the only transportation available that night, Pete and Lindbergh climbed into Pete’s father’s Model T Ford to search the country side. Unable to find the crashed plane, Pete took Lindbergh to his family’s farm (Charles and Lillie Thompson) just south of Covell. Lindbergh decided to spend the night at the Thompsons but then felt that getting back to Chicago to get another plane was a better plan. He feared locating the downed plane from a country road even in daylight would be very difficult and hoped to have better luck searching from the air. Leaving his parachute at the Thompson house, Pete and Lindbergh piled into the Model T and started for the train station in Bloomington, Illinois about ten miles away. Pete drove towards town over the bumpy, mud soaked roads. He recalled of Lindy. *For a man that had just ditched from 13,000 feet, he sure held on for dear life to whatever he could crab onto for the bumpy trip to town.* Lindbergh and Pete, about the same age talked most of the way to Bloomington. Pete remembered Lindbergh had talked about an Atlantic crossing: *It can be done and I’m thinking of trying it.* As they arrived at the train station Lindbergh asked Pete to search for the plane and guard the mail until he could return the next morning. Lindbergh told Pete; *He would find a 38 caliber revolver in the cockpit to protect the mail.*

Nov. 4, 1926:

Pete was awakened the next morning by his mother. While making breakfast, Lillie Thompson looked out her kitchen window to find the fallen airplane less than 500 feet south of the house. The plane’s main gear and nose made contact with the ground at approximately the same time. The 12-cylinder Liberty motor had torn a big hole in the ground. One side of the main landing gear had torn off on initial impact, bounced over a hedge fence and into an old hog house some distance away. The plane flipped over after the second impact and came to rest on its back. The wings were completely destroyed. The metal frame of the fuselage and tail was intact except for the motor frame. Had Lindbergh remained in the plane there is a remote possibility he might have escaped injury. The tin seat had been thrown out of the wreckage and was found several feet away. The safety straps were in place and the fuselage was practically intact behind the mail compartment. The parachute from the failed flare was found hanging on the tailskid.

Pete ran out to the crashed plane to find the revolver; Lindbergh had told him about the night before. *I found the .38 caliber revolver, stuck it in my belt and really thought I was somebody.* There were three mail bags on board. One from STL was split open and oil soaked evidently from the lubricating oil tank being cracked open at the same time that the mail bags were thrown from their compartment. A small amount of mail had scattered in the pasture. Lindbergh arrived around mid morning to find Pete and his neighbors picking up the stray envelopes. Lindbergh was not having a good couple of days. En route back to Covell from Chicago, Lindy was forced to land about 15 miles north of Bloomington due to a generator problem. After a quick fix, he continued on his way to the Covell area to search for his crashed plane. Flying over the Thompson farm, Lindy found the wreckage just yards from where he had stopped the night before. Cars lined the country road (now called Stringtown) in both directions. Lindbergh landed his reserve plane in the field next to the crashed plane. After Lindbergh had retrieved the mail, the small crowd of people that had gathered began to literally tear the plane apart for souvenirs. Lindy and Pete put the mail into the other plane. Then Pete recalled: *Lindy and I went up to the house to eat dinner.* Pete’s mother Lillie had prepared fried chicken dinner with all the trimmings. After a short visit and lunch, Lindy had to get the mail, now twenty-four hours late, back to Chicago. But Lindbergh’s problems were not over. His replacement plane that he had just flown in would not start. *We spent about two hours trying to get the new plane started. Lindbergh and I kept pulling the propeller like You did in those days, trying to start it. But it must have been too cold. The*
motor wouldn’t turn over. Finally he went back to the house and boiled about 20 gallons of water to heat the radiator. Then the engine kicked right over. Pete recalled. Lindbergh gave a final wave good-bye and was on his way back to Chicago. That was the last time Pete and Lindbergh met face to face. However, Lindy would buzz over the farm from time to time and rock the wings and wave.

About a week later a maintenance crew from Robertson Aircraft arrived from St. Louis to pick up the rest of the wreckage. Pete recalled in a conversation with one of the men: That Lindbergh is a good pilot but he sure is hard on equipment. The Thompsons received a check a few days later for services rendered.

Frank Bill of the Bloomington Daily Pantagraph was on the job with a camera on November 4th, 1926, when Lindbergh’s airplane was found on the Thompson farm. His pictures appeared in the Bloomington paper the next day. A short time later, Lindbergh sent a letter to Mr. Bill requesting a copy of the photographs. (See photo)

History Making Dates:

In 1919 Raymond Orteig issued a challenge to the Aeronautical world by offering $25,000.00 to the first successful entrant to fly Trans-Atlantic Non-Stop between New York and Paris. Lindbergh stated: I first considered the possibility of the New York to Paris flight while flying the mail one night in the fall of 1926. He talked to Pete of Just that on November 3, 1926.

December of 1926: Lindbergh talked to some men in STL who were interested in financing the trip and went to New York to get information about planes, motors and details about it.

February 28, 1927: Lindbergh placed an order with Ryan Airlines of San Diego, CA for a plane with a Wright Whirlwind J-5.C. 200 horsepower radial, air cooled motor.

May 20, 1927: At 7:52am, Lindbergh departed Roosevelt Field on Long Island. He arrived at La Bourget Airport Paris at 10:22pm (French time) on May 21, 1927. Lindbergh had flown 3600 miles in 33 1/2 hours.

Aviation Trivia:

By the time Lindbergh was preparing for his New York to Paris trip he had become a four-time member of the Caterpillar Club. Any flyer who jumps from an airplane to save his life becomes a member of this select group. Parachutes are made of silk and silk comes from caterpillars, hence the name Caterpillar Club. Lindbergh’s first parachute jump was as a cadet in the Army Air Service after a mid air crash near Kelly Field (San Antonio, Texas). This marked the first time anyone had ever survived a collision of two planes in the air. The second jump occurred while spin testing a commercial plane at Lambert Field (STL). Lindbergh dislocated his shoulder in that jump. The third occurred over Ottawa, Illinois because a mechanic had removed a fuel tank and replaced it with another smaller one, failing to inform anyone of the change. Lindbergh’s fourth jump was over Covell, Illinois at 13,000 feet. No other man in the country had made so many forced jumps. As a result, Lindy almost got grounded by then head of the Commerce Department, Aeronautics Branch, William P. MacCracken, Jr...I was thinking of grounding you so you wouldn’t be taking so many chances. MacCracken told Lindbergh. Mr. MacCracken did not ground Lindbergh only because Bill Robertson went to MacCracken’s office persuading him to keep Lindbergh flying. They were so close to getting the last $2000.00 to $3000.00 to build the plane for the Atlantic crossing. If Lindy lost his license, they would lose their funding.
Robertson Aircraft; Shortly after the November 3, 1926, crash in Covell, Lindbergh left Robertson Aircraft to devote full attention to preparations for his transatlantic flight. Robertson Aircraft finished its first year with a performance record of ninety-eight percent of flights completed. However the operation was losing money, and the Robertsons eventually sold their routes to another company that later became part of American Airlines.

B.K. Pete Thompson. Son of Charles and Lillie Thompson. Pete married Sybil Cooke, had two children, one of whom was Myra, my mother, a son Von, and eight grandchildren. Pete retired after thirty-two years with Standard Oil as a bulk dealer. Pete died Nov. 13, 1982.

The Thompson Farm: For many years the crash sight was marked by a tower built by Charles Thompson. After years of farming around it, however, the tower was finally torn down.

Historical Marker: An Illinois Historical Marker was placed at the sight of the Covell crash. It reads as follows:

ON A REGULAR MAIL FLIGHT NOVEMBER 3, 1926, CHARLES A. LINDBERGH PARACHUTED NEAR COVELL, IL. HIS PLANE LANDED ON THE CHARLES THOMPSON FARM 500' SOUTH OF THIS MARKER.

Dedicated September 25, 1977 by the Corn Belt Philatelic Society.

Information sources:
Mackinaw Valley News (June 1, 1967, pg4) Wayne Warner, Editor
Best of Flying; Article from Popular Aviation (May 1938) Written by Charles Lindbergh
Daily Pantagraph, Bloomington, IL. (Nov. 4 & 5, 1926; May 14, 1927; July 7, 1927; May 19, 1929; May 1, 1957; Sept. 1977)
Time Magazine: Nov 28, 1977 The Nation Section
McLean Co. Historical Society, Bloomington, IL.
Corn Belt Philatelic Society, Bloomington, IL.
Time Life Books: Flying the Mail (The Epic of Flight) by D. Jackson
Lindbergh Alone, by Brendan Gill, 1977 Harcourt Brace Jovanovich

Individuals:
Sybil Gordon (Grandmother), Sharon, Sandy & Valerie Thompson, Theresa & Howard Frank,
Mary, Matt, Will McDermott, Garth McDermott, Greg McDermott, Stanley Thompson,
Louis & Gary Erisman, Nancy Ward

PRO LAMINATORS (JOHN REAMES) Sellersburg, IN 812/246-0900
Copy Connection, New Albany, IN (Karen Combes) 812/944-1916
Ben Franklin Crafts, New Albany, IN (Doug Landenwich) 812/944-1215
Remains of Lindbergh's airplane at Covell.
AIRPORT NOTES

The Detroit Aircraft corporation, one of the major aeronautical concerns of the United States, announces Wednesday the purchase of the holdings of Oliver Parks, former Minooka boy, in Parks Air college. Parks Airplane Manufacturing company and Parks airport. Oliver Parks, with his brother Harvey, is the principal owner of the properties.

The 106-acre Parks airport is said to be 45 minutes nearer downtown St. Louis than Lambert-St. Louis field. The purchase price for the college, airport and manufacturing company was said to exceed one million dollars.

Vernell "Red" Irwin, former Bloomington Flying club instructor and now chief pilot for LaSalle-Peru Airways, Inc., will compete Monday in the On-To-Sioux Falls cross country race. Irwin will pilot a Travel-Air biplane with a Wright J-5 in the race. Irwin plans to leave LaSalle at daybreak Monday under the supervision of Western Union checkers and will attempt a non-stop flight to South Dakota. Herman Hamer, head of the LaSalle-Peru Airways will attempt the same feat in a cabin Travel-Air powered with a J-6 Wright.

In preparation for the flight Irwin Monday went to Rantoul to have his parachute repacked by army riggers.

Art Carnahan, Bloomington aviator, is manager of the Pontiac air meet that is to be held Sunday at the Pontiac airport operated by Joe Selotte. Mr. Carnahan expects 50 ships to compete in the program that includes balloon busting, races and dead stick landings as well as other features.

The majority of the planes at Bloomington airport are expected to compete in the Pontiac air meet.

Jack Bell Places Second in Stunts at Aviation Show

Jack Bell, Bloomington airport pilot, placed second in the stunting contest that featured the Ottawa air show held Saturday and Sunday. Bell was one of four Bloomington pilots who took part in the show. The others from here were Louie Horn, flying a Curtiss Robin; Franklin Kemp, flying a Waco, and Davis Merwin, flying SCOOPT, the Daily Pantagraph's airplane.

Bell's second place in stunting and the prize won by Miss Alice Ellis, 218 East Beecher street, for coming the longest distance to the air show, were the only awards offered during the show. The others from here were proportional to the Ottawa business men.

Danville Air Meet Opens

Thousands Inspect New Chamber of Commerce Field.

Danville, Ill., Sept. 8.—(C)—Danville Saturday opened a two day celebration officially dedicating the Danville Chamber of Commerce airport. Several thousand persons inspected 25 planes, including seven army planes, and the Goodyear dirigible at the field during the day. Additional planes are expected here Sunday.

Paul Norman, pilot for the Central Illinois Flying Service Inc. of Champaign, crashed in a cornfield near the airport during a balloon "bursting" contest.

Norman and a passenger, Ed Emerson of Champaign, were uninjured.

Pantagraph Plane is to Make Three Flights This Week

Airplane flights in seven Central Illinois towns will be made this week by The Pantagraph's airplane. SCOOPT, flight schedule for Monday, Wednesday and Friday Saunemin and Kemp in and Kul Gow are to be visited Monday. The plane will fly to Bloomington Wednesday, and on Friday the ship will visit Nolin and Roberts.

Monday at Saunemin the plane will land at the Rich pasture, east of town. At Culom the Farm of east of town will be used for a landing and Kemp the Charles Gardner property at the south edge of town will be used.

The plane will land at Saunemin at 2 P.M., in Culom at 4 P.M., and will be in Kemp at 5 P.M.
Dear Bloomington and Central Illinois:

I was just as disappointed as you were Wednesday when I learned that the world circling Graf Zeppelin had changed its course and was heading directly toward Chicago from Kansas City, instead of coming by way of St. Louis, Springfield, Pontiac, Joliet and Chicago, as originally planned.

I especially wanted to see this giant of the air, which, although not just like me, is in a way, a big brother of the skies. And when it appeared that the Graf would miss Bloomington, my cylinders missed a few beats, and my carburetor choked up, for I knew then that my one chance was gone. I was scheduled to visit the towns of Rantoul, Graymont and Dana to deliver copies of The Pantagraph and to take several representative citizens of each town up for rides.

The trip to these three towns was scheduled to take place just about the time the Graf was to be heading over the northern part of Illinois, and I knew that I couldn't do that and see the Graf too.

Tuesday, Bloomington Waits.

And there I was, all turned up and ready to go. My pilot, Jack Bell, had worked far into the night Tuesday, grooming me up, making sure that I was in good running order so that I might go toward Springfield in the morning and accompany the Graf over Bloomington and Central Illinois. He even came out to talk to me over again Wednesday morning, bright and early, and by 8 a.m. I was set to go. Then came the minutes, minutes and hours of delay, while the Graf zigzagged up and down on its course to Kansas City, and then east and north, not seeming to know just where it was going. Now it would turn north, and my hopes would die. Then it would turn east, and my hopes would rise. And so it went. At 1 p.m. they told me that it was heading north in low, and then the last possibility of its coming over Bloomington or Central Illinois had passed, and that I was to be taken, instead, to Rantoul, Graymont and Dana.

IISCOOP, Just as Disappointed as the Rest, Makes Flying Trip to Mendota and Meets Graf Zeppelin

Journey With Big Brother in Skies Provides Thrill for Pantagraph Plane.

SCOOP Sees Big Brother in Skies Near Mendota

One of the biggest thrills was provided for The Daily Pantagraph's airplane Wednesday when it was flown to Mendota by Pilot Jack Bell with C. W. Grant, managing editor, and William E. Ramsey, solicitor, to try to get a sight of the world circling Graf Zeppelin in the air. The Pantagraph plane occupied the front air-foil for some distance and these close-up photos of the zeppelin were taken from the plane. This upper picture snapped from the Graf shows plainly the name while the lower, taken some distance away, gives a splendid idea of the ship's appearance as it sailed through the air.
I knew that the people there would think me a poor substitute for the Graf, and I didn't want to be. But I held my peace. I knew that the people in those towns wanted to see the Graf or nothing. That is, they probably would have been glad to see me, too, if they had been able to see the Graf, but as long as they couldn't see the Graf, I was just sure nobody would think me a poor second choice. Well, that's how it stood, and by 1:30 I had to make up my mind to do as I was told. But I still felt just the same.

Glud News Comes

And then, what do you think happened? Just when I had made up my mind to go to Planzonia, etc., the telephone came in the hotel room. It rang and rang, and no one answered it. I was sure it was for me, but I couldn't get anyone to pay any attention. Finally Jack Bell heard it, and even running to pick up the receiver, I couldn't hear what was said to him, nor what he said, but in a jiffy he came running back, and his face was all smiles. I know for sure there was good news in the wind. And sure enough, it was. Jack threw his helmet into the air Art Tries Twice.

"Well, we started circling down. We didn't go to Mendota."

Well, we flew along until we were about over the town of Walnut when I heard a shout, "That was Graf." And then Jack went into the air and shouted: "We're going to see the Graf."

The suspense was awful, and finally we got tired of it, too, and he shut off my motor. Then at 1:50 an automobile came tearing into the cloud of dust. Out jumped C. W. Orcutt, managing editor, and William F. Desler, state editor, of The Pantagraph. They each got right into the front cockpit, and Jack hurriedly turned the motor over to a cruiser again, and on more the motor started. This time Jack crawled into his own seat, opened the throttle, and away we went. He only raised about half the length of the field, and we took the air.

Other Ships Follow

Boy, what a thrill!

Behind us came two other ships, one piloted by Art Carnahan, and the other by Louie Horn. We didn't go very high, and although I'd rather be up there, where I've got plenty of time to find a good field in which to land, if something goes wrong, I knew that Jack was sticking close to the ground in order to make faster time. And he did. He kept me right at 76 to 84 miles an hour, according to my airspeed indicator, and any nearer, I knew it we had passed El Paso and Minot. And the things began to look pretty bad ahead. It started to rain, and rain hurt my propeller. You might not think that water could hurt anything, much less steel, but the blades of my prop turned so fast that sometimes get little nicks in them, just by hitting rain drops. And, too, the sky was so dark and dreary ahead. And maybe you think it wasn't cold.

Meet the Graf.

We headed straight for it, but suddenly, without any warning, Jack turned completely around. I knew then that he had gone completely crazy. But I soon changed my mind. We were circling and climbing, and I remembered that we didn't know just how fast the Graf would be traveling, and we didn't know whether we could keep up with it. So Jack was climbing to an altitude where we could, if necessary, take advantage of the increased speed that would be ours when we came back down to the level of the Graf. So we circled and climbed and finally we were up on 3,000 or 4,000 feet, and well above the Graf, which was at an altitude of about 2,000 feet. By this time, though, the Graf was almost reached up with us, and so we started circling down. We could see that she wasn't going as fast after all, and we came down and down until we were right beside it, and on the same level. Then Jack slowed down just to see how fast the Graf was going. It was only travel at 65 miles an hour. But I expect you're more interested in what the Graf looked like, then, in what we did.

35 Times SCOOPO'S Size.

Well, I don't know that I can describe it very well, but it was big. And I call it my Graf; my R.G.F. brothe. It is, in fact, a 35 times SCOOPO'S size. Bay, it was big. And I call it my R.G.F. brother. But it is no faster for it. Why, it's more than two city blocks long—over 700 feet. Just think of it. About 25 times as long as I am. And what cut or the Graf than it isn't big at all. And yet the ship was carrying 59 persons. Fifty-nine of them were the crew—59 sons, (43 of them are of the crew). And there were the tiny gondolas that support the motors, one to each of the five. There may have been more than five motors, in fact, but the excitement I forgot to count them, and I forgot all I remember seeing.

Maybe, It's All Right.

The Graf, though, was big. It so overshadows the cabin and con- dolas that you hardly see them at all. And probably what makes it seem so large.

Between you and me, that big thing didn't look so bad. Or so big. The Graf was almost big enough, it could see it bouncing up and down a little, and even though it did bounce up and down a little, it sailed along pretty smooth. So maybe it wasn't as bad as we thought it was. After all, it had flown almost around the world when I saw it, and I guess that's more than I could do.
The Graf Is 'Shot'.

But to go on. (And I'll have to tell you something about ourselves in order to tell you more about the Graf.) We fooled around the big ship, running along with it, and zagzagging ourselves, so that Bill Rainey could take some pictures of it. But it seemed that my straps and wings kept getting in the way, so finally Jack shot me into a steep climb from which I came down with a sigh of relief. (Right here it might be best to tell you, though, that Jack Bell is just about the best pilot I know.) Well, Jack was up above the Graf again, and now Bill could get some better views and he said: "Shot!" the Graf ever and ever again.

For this time, five other little planes, besides ourselves, were playing around the Graf, and I didn't like it any too well. Not only was I afraid that one of them might hit the Graf, but I was afraid that one of them might hit me, while I was staring at the big ship, instead of watching where I was going. One of the small planes, in fact, hit my front. And it must have gotten the goat of those on the Graf. It flew right up beside the dirigible, too close for comfort, and then slipped right under it, to come out on the other side. Just like a guy sometimes does when he is swimming beside a boat and then goes under water and comes up on the other side.

We stayed at a safe distance, but we wanted to get one more good picture before we quit. So we flew up a little to let the Graf pass us, and then we slipped over to a course on the other side, and speeded up, coming a little closer, until we were right up by the big, stub nose of the ship itself. There we got a fine picture, and the words "Graf Zeppelin" show up in it just fine.

Doc Doesn't Wave.

While we were running alongside the ship, something funny happened. One of those little gondolas holding one of the motors, suddenly opened up. That is, a door on its side opened, and before it or not, a man stepped out and waved at us. Guess those little gondolas weren't so small after all. And then as we flew along the side of the cabin, we could see people in the windows. They weren't very clear, cause it was just trying to look into a house from the street. It's darker inside than it is out. But we could see that people were there, and up near the front of the cabin, a fellow, all dressed up like a commodore, was sitting with his arm resting on the window sill. We sort of want to believe that it was Doc Eckener himself. He didn't wave, though.

All Lost But Jack.

Well, we had been playing around the Graf for over 25 minutes, and had covered a lot of ter-

itority. And besides we didn't have any more film left for taking pictures, and besides, the gasoline was running low.

So we turned away, rather reluctantly and I had been paying so much attention to the Graf, that I had forgotten all about keeping track of where we were, and I'll admit I was lost. But I guess I wasn't the only one. I heard Orcutt shouting to Jack, asking him if he knew, and Jack, old faithful, said he did.

Sky Swallows Graf.

He turned us around, and after what seemed a long, long time, I once more saw the smoked of LaSalle and Ottawa ahead. Then I felt easy once more.

But in the meantime we watched the great Graf Zeppelin fade into the distance as it sailed easily on toward Chicago. The sky, which had been rather hazy and dark all the time, seemed to become darker, and at last the Graf was swallowed completely. We hated to think it was all over.

Visit Dana, Anyway.

But just then we began to turn our thoughts to other things. The gas gauge was showing that we had but very little gas left. And no landing fields around. Well, Jack seemed to know what we were doing, and so we tried not to worry too much. But he kind of surprised me when he set down in a little pasture near Dana. A young farmer came out to greet us, and I saw that he and Jack knew each other. Jack waved him on for gas, but was able to get only two gallons. That is, we could have had more, but it was ordinary gas, and I have to have much better gas than that. So Jack took only two gallons, enough to carry us on a ways farther.

But if gasoline was ever eaten up in a hurry, that was. It was gone in almost no time, and so when we got to El Paso, Jack set down again in a pasture. This time, he went into town and had a garage man bring out five gallons of high test gas. So we took off on our last leg for home, and in 10 minutes, we arrived.

Well, folks, this is rather a long letter, but I knew that you were pretty disappointed at not seeing the Graf, so I thought I would do what I could, by going to see it myself, and then telling you about it the best I knew how. That isn't as good as seeing it yourselves, but maybe I'll kind of show you that it was a sight worth going a long way, and waiting a long time to see.

If I can ever be of service to you, please get in touch with me or my pilot at once.

Yours very truly,

SCOOP.
High Cost of Air Mail Service Explained.

Plane Talk

The transport pilot's license is the highest official rating given a flyer by the United States government. It means that the holder is qualified to take charge of a plane anywhere in the United States and unless revoked is of permanent nature. Every six months, however, transport pilots must be examined by a physician sent out by the department of commerce.

Art Carnahan, one of Bloomington's veteran flyers, who is now officially a transport pilot, has charge of flying the Stinson-Detroit cabin monoplane and a Monocoupe, recently purchased by Willie Atkinson. He has also soloed a number of the flyers at the Bloomington airport.

SEPTEMBER 10, 1929.

AIRPORT NOTES

The latest addition to Bloomington's fleet of airplanes was landed at Bloomington airport early Saturday afternoon by its owner, Rogers Humphreys, pioneer Bloomington flyer. Humphreys flew the ship down from Aurora, where he made the purchase.

The new plane is a Waco 90 biplane, the same type as Humphreys formerly owned. It is the third ship he has owned. In purchasing the plane, Mr. Humphreys traded in his used Waco, making the deal with John Livingston, head of the Midwest Airways, dealers in the Waco planes.

The Humphreys plane is of striking color design, having a dark red fuselage, striped with black and gold and silver wings and empennage.

Bloomington airmen brought home their share of prizes from the Danville air meet Monday. The meet sponsored by the Association of Commerce, was held Saturday and Sunday and attracted a crowd of 20,000 persons.

Jack Bell, piloting Hula Baby, romped off with second place in the balloon busting contest Saturday and took first place Sunday. Saturday he entered a new air sideline and made his second parachute jump to win second place in a parachute jumping contest. Sunday he jumped again and took first place. Lewis Horn and Eddie Brooks, also of Bloomington, competed in the parachute contest. Bell leaped from his own ship, Hula Baby, Sunday.

John Livingston of Aurora was second in the balloon busting contest Saturday and Art Chester of field, an all metal Ford passenger plane, was first. On Saturday five out ships and the Goodyear Rubber company's blimp landed contest landed within the designated circle in the field. The contest was won by Carl Grau of Ottawa flying a Bird biplane.

There were 40 planes at the meeting including six pursuit planes from Selfridge field and Chantilly test field, and all metal Ford passenger plane of six entries in the dead stick company's blimp.
Parachute Jump Is Made at Celebration

This photo was snapped at Hartsburg Thursday afternoon, just after Eddie Brooks, parachute jumper, had landed and walked over to shake hands with Jack Bell, pilot of SCOOP, from which Brooks jumped. Part of the crowd at the Hartsburg field can be seen in the background. SCOOP made a scheduled visit to Hartsburg Thursday and brought along Brooks, who had been obtained for a jump at the homecoming.

L. S. HORN
LaFayette Ave., Bloomington, Ill.

Commercial Pilot

William Bennett Solos
at Bloomington Airport

William Bennett, 3505 East Jackson street, solos in his new monoprop, over Bloomington airport Saturday afternoon. Bennett’s instructors, Arthur Carnahan and Jack Bell of the Carnahan-Bell Aviation school, said their pupil made good takeoffs and came down to three-point landings, goal of all flyers. Bennett is employed in the business office department of the Daily Pantagraph. He purchased his ship in Moline several weeks ago.

March 9, 1930
This is Jack Bell, official pilot of the Pantagraph's biplane, Scoop, standing beside his machine just before a takeoff. Bell is a transport pilot, has flown Scoop nearly 10,000 miles and has soloed a number of Bloomington aviators. His spare time is spent on books dealing with theoretical and practical sides of flying.

SEPTEMBER 8, 1929.

AIRPORT NOTES

When A. G. Green, Kansas City, found it necessary to hasten to Bloomington from Davenport, he discarded customary means of transportation and used a Travel-Air biplane. Jack Bell, an expert on the renovation of wax figures used in window displays.

C. A. Wright, representative in this territory, stopped at Bloomington airport Saturday. He was flying a Curtiss Robin and was on his way to Chicago. While in Bloomington he conferred with Charles Zweng, president of Bloomington Flying club.

With three Bloomington ships participating Saturday in the events incidental to the dedication of Danville airport, plans were being made to have a fourth ship attend the show. Ferdinand Schad, and Leo Jackson, owners of a Travel-Air biplane, plan to fly to Danville Sunday in company with Art Garnahan.

Three Bloomington airplanes Saturday entered competition held in conjunction with the dedication of Danville airport. Green's Robin and Franklin Kemp, piloting his Waco biplane, were the local men at the meet. Bert Streeper and Eddie Brooks made the trip to Davenport in their American Eagle and Waco biplanes. Brooks is scheduled to make a parachute jump Sunday.

C. A. Wright, Curtiss representative in this territory, stopped at Bloomington airport Saturday. He was flying a Curtiss Robin and was enroute to Chicago. While in Bloomington he conferred with Charles Zweng, president of Bloomington Flying club.

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Walter Williams took off in his Stinson monoplane shortly before noon Saturday for Kenosha, Wis. on a business trip. Mr. Williams was accompanied by Mrs. Williams and Art Carnahan, pilot. They will be gone over the weekend.

Davis Merwin, flying The Daily Pantagraph's airplane, Scoop, flew to Manito, Ill. Saturday on a business mission.

Monday Jack Bell, Archie Baldridge and Elmo Lain will leave by automobile for Troy, Ohio to fly back to Bloomington in Baldridge's Waco biplane. The ship was sent to Troy, the town in which the Waco plane is manufactured, for repairs. The plane was damaged while making a landing at Bloomington airport. Bell is to be at the controls on the flight to Bloomington from Troy.

AIRPORT NOTES

Davis Merwin and Jack Bell returned Wednesday morning from Troy, Ohio, to where they had flown in Scoop Tuesday morning. Strong headwinds so delayed their return trip that they landed at Lafayette, Ind., and remained overnight Tuesday.
Wright Whirlwind Motor Powers New Pantagraph Plane

This is a picture of The Pantagraph's new plane, Scoop, taken at Bloomington Airport last week while it was being inspected by David Merwin, right, president and general manager of The Pantagraph, and Jack Bell, left, the plane's official pilot.

This new ship is powered by a 350 Wright whirlwind motor capable of developing 225 horsepower. It is a straight wing model and has a top speed of 110 miles an hour. The motor is air cooled. In a timed test this ship took off from the ground in less than one-twelfth of a minute after its wheels began to revolve. The new plane replaces one powered with a 90 horsepower motor.

This new biplane was purchased by The Pantagraph after officials of the organization had considered the value of a plane in obtaining news stories and pictures. It was pointed out that greater speed than was possible with the original plane was needed in reaching remote points in The Pantagraph's territory.

For this reason the new plane was obtained. The Wright whirlwind motor is of the latest type of air cooled construction and is one of the most powerful available for this type ship. Capable of carrying three persons, the biplane is equipped to handle camera equipment carried on all news flights.
Newspaperman Battles Fog in Speedy Flight Here
From Bloomington, Illinois on Visit to Parents

SCOOP II AND ITS PILOTS
The Aviators Are Shown to the Left of the Plane. Jack Bell to the Extreme Left, and Davis Merwin, Publisher-Aviator, to the Right.
Flying Publisher Makes Fast Trip From Bloomington; Now Visiting Parents in Pasadena

Davis Merwin With Pilot Jack Bell Covers Route in Less Than Seventeen Hours; Says Plane Helps Newspaper in Its Business

Encountering fair flying weather, with the exception of low hanging fog in Illinois and Kansas which forced him to fly "blind" for long periods of time, Davis Merwin, president and general manager of the Daily Pantagraph, Bloomington, III., late yesterday set his Waco "225" plane down at Vail Field after covering the 1200 miles from Bloomington in 16 hours and 50 minutes flying time.

Mr. Merwin, who is an enthusiastic pilot with more than 200 hours to his credit, flew West to visit his parents, Mr. and Mrs. Louis B. Merwin of 287 Palmetto drive, Pasadena. He expects to be here for a month, during which time he will see California and add to his hours in the air. On the trip West he added more than 15 hours to his time. The rest of the time the plane was piloted by Jack Bell, who is the regular pilot for the ship, which is owned by The Pantagraph and is used to obtain important news and pictures at times where speed is a factor of general conditions prevent the use of automobiles or other carriers.

Named "Scoop II"

The Waco, which has been christened "Scoop II," was the winner of the 1929 Ford Reliability National Tour. It replaced on OX-5 Waco, which had been in Pantagraph service since June 6, 1929, and had flown 300 hours. Mr. Merwin's plane is an open cockpit biplane capable of carrying a pilot and two passengers, and is equipped with dual controls. It is powered with a 140-hp Wright Whirlwind, seven-cylinder, radial motor. The ship has a top speed rating of 128 miles an hour, with a cruising speed of 105 miles an hour. Actually, its top speed is 140 miles an hour. It can land at 42 miles an hour and climb at 1200 feet a minute. It's normal fuel consumption is twelve gallons of gasoline an hour.

Taking off from Bloomington at Monday noon with a thick ground fog, the plane was flown blind for more than 100 miles. The 312 miles to Kansas City Municipal Airport was flown in exactly three hours. Leaving Kansas City the next morning the pilots covered the 170 miles to Wichita, Kan., in one hour and twenty-five minutes. After passing up at Wichita, the plane flew to Amarillo, 305 miles, in two hours and forty-five minutes. At Amarillo they inquired of weather conditions to the Coast and were advised to fly to Clovis, N. M., to spend the night. The 105 miles to Clovis were flown in one hour.

On Final Hop

Leaving Clovis Wednesday morning, the newspaper plane virtually played hide-and-seek with a T.-X-1-Studdifl plane all day, making the first hop to Albuquerque, 190 miles, in one hour and fifty minutes. The Albuquerque-Winslow leg, 230 miles, was covered in two hours and fifteen minutes. One hour and fifty minutes later they were at Kingman, Ariz., 190 miles distant, where they gassed up for the final hop to the Coast.

Leaving Kingman, they followed the trans-continental air line, arriving at Vail Field late in the afternoon. The 245-mile leg was covered in two hours and thirty-five minutes.

Grand Scenery

From a standpoint of scenic grandeur, no air trip could be comparable to the flight west, asserted Mr. Merwin. Particularly was the Painted Desert region of Arizona beautiful beyond compare, he said. Mr. Merwin took his first flying instruction on October 6, 1928, and soloed on November 11 of that year. He now has approximately 216 hours in the air. He expects to add a number of hours while on the Coast and will take his examination for a transport pilot's license soon. He now has a limited commercial license.

Use of a plane in newspaper work is a proven advantage, says Mr. Merwin. He has found the "Scoop" enables the newspaper to cover the field more thoroughly and in less time than any other method of handling important assignments.

We decided to stay all night here and had planned to fly to Tucson, Ariz., the following day on a two day flight into Los Angeles, thus avoiding the apparently dangerous mountain flight. However, the weather men at Clovis was insistant that we proceed straight across the mountains on a one day flight into Los Angeles.

We examined his weather report and outlined a compass course through the Rockies and across the desert into Los Angeles, deciding to attempt the one day saving. We knew that in case of trouble our parachutes were dependable although we wanted to return the new Scoop safely to Illinois.

Climb Is Gradual

We arose early on the third day out from Bloomington and prepared for a real adventure over the mountains where the T. A. T. plane crashed head-on in a storm a few months ago.

Upon arriving at the airport we found that the T. A. T. plane was noon to hop off for Los Angeles, over the route with a full load of 14 passengers. We hurried into the air along side this plane.

The gradual climb for altitude sufficient to allow us to pass over the mountains was barely possible because the ground appeared to climb with us. After nearly two hours flying we entered a mountain pass flying 8,500 feet and immediately descended until we came to the airport at Albuquerque. The transport plane landed just ahead of us for a 10 minute rest stop. We obtained fuel during the period and resumed our flight alongside the ship. Slightly after leaving Albuquerque we were forced to fly above 10,000 feet, barely clearing a flat topped mountain at that height. On this same trip we saw some wild horses and antelopes. Two hours later we landed at Winslow, Ariz. This was another stop for our flying companions and we fooled up in time to again resume flight with them.

Our next experience was to fly over the desert which truly holds some beautiful scenery. For the aviator, we flew directly over a huge crater where a meteor is said to have fallen. The hole is about three quarters of a mile in diameter and apparently about 200 feet deep. A small pit could be seen in the center.

The next and last fueling point was at Kingman, Ariz., 280 miles from Los Angeles. The passengers on the tri-motored plane were to this time curious as to how we were able to stay close by and the radio operator at the plane reported our progress in his report which is made every 15 minutes. Hours ahead of us airport officials knew of our progress and stood in waiting to aid either in emergency to fuel our tanks or give us weather reports. The operators at Kingman and Winslow had the reports made out before we arrived, the report even carrying our names and the type of plane flown.

About 4 o'clock in the afternoon of the third day we were stopped by 10,000 foot mountain just out of Los Angeles and led the tri-motored ship into the valley which unfolded beautiful Pasadena and Glendale. We landed Scoop at the Grand Central Air terminal.

Bell returned to Bloomington that week coming part way into New Mexico by T. A. T. plane. Persuaded him to make the rest of the trip by train.

The second day we left Kansas City about 10 a.m. and landed at the Swallow airplane factory at Wichita, Kan., an hour and 25 minutes after leaving. We visited the factory for about 40 minutes and then hopped off for Amarillo, Texas. After landing at Amarillo a half hour later we carefully examined weather reports due to increasing thunderstorms. We then flew north northwest to Amarillo two hours later we landed at Clovis, N. M., at 3 p.m.

Urged to Try Short Hop

"This is an interesting airport. It is six miles from Clovis and the field is one mile square and unusually smooth. The Continental Air Transport, Inc., owns the field and operates a hangar 200 feet by 100. The building is of metal construction. One mile from the field is the broadcasting station, wired to the office, where the operator and weather forecaster keep in touch with planes. The large hangar has a capacity of two planes, has a concrete floor and apron."

"I field is one mile square and larity smooth. Heerabon from airport officials and Wichita, Kan., in an hour and 25 minutes, the result was not faulty and that the plane was not too fast."

Flying at an altitude of 8,500 feet, the Bloomington aviators were able to look down at the snow covered sides of Mt. Taylor and occasionally in a clearing could see drooping branches or grazing. Ahead the tri-motored plane led the way through the pass until the two ships reached the port at Albuquerque, which is 5,300 feet above sea level. Radio on the passenger plane prepared field attachments for the coming of the visitor.

Here in Bell's own story of the trip:

"The first day's flight of three hours to Kansas City was uneventful. One incident attracted our attention after arrival when a cabin monoplane was reported to have crashed a mile away. This caused little concern among pilots as it is now an accepted fact that crashed, and licensed planes are not faulty and that the crash was the result of human element. This was later proven to be true."

"The second day we left Kansas City about 10 a.m. and landed at the Swallow airplane factory at Wichita, Kan., an hour and 25 minutes after leaving. We visited the factory for about 40 minutes and then hopped off for Amarillo, Texas. After landing at Amarillo two hours later we carefully examined weather reports due to increasing thunderstorms. We then flew northwest toward Amarillo two hours later we landed at Clovis, N. M., at 3 p.m."

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"We examined his weather report and outlined a compass course through the Rockies and across the desert into Los Angeles, deciding to attempt the one day saving. We knew that in case of trouble our parachutes were dependable although we wanted to return the new Scoop safely to Illinois."
Claims of Low Flying

Editor Pantagraph: I was in
winter attending the homecoming
celebration, and was supposed to be,
partially entertained by "Scoop," the
Pantagraph plane, but in
stead of being entertained I was
quite frightened, also very much
surprised to see the "Scoop"
soaring down to within 25 or 30
feet of the ball park where there
were 300 or 400 people congregated.
Also almost touching the tree tops
while flying over the local park
endangering the lives of hundreds
of men, women and children who
were gathered at the park for the
celebration.

If the pilot of the "Scoop" is a
licensed pilot, he most certainly
should have it revoked, and if he
is not a licensed pilot I certainly
do not think much of The Pantag-
graph for employing him.
Yours very truly,

R. B. BUHRIG
2024 Berwyn Ave.
Chicago, Ill.

Editor's Note—The pilot of
The Pantagraph's plane,
"Scoop," is a licensed pilot, hav-
ing already secured three
tribes of the government li-
cense and is now ready to take
tests for the final and last
grade of certificate of com-
petency. He is known as a
careful flyer, and his record
to date is clear of any acci-
dent. Of course, The Pantagraph
would not employ any other
kind of pilot.

Jack Bell Returns

Jack Bell, Bloomington aviator,
who flew with Davis Merwin, presi-
dent of The Daily Pantagraph to
Pasadena, Calif., returned to
Bloomington Wednesday. He made
the trip from Glendale, Calif., to
Clovis, N. M., by T. A. T. plane and
from there to Bloomington by
train. The T. A. T. plane was mid-
up at Clovis by fog.

Merwin and Bell Reach
Kansas City in 3 Hours

After leaving Bloomington Mon-
day morning on a trip to Pasadena
Calif., Davis Merwin and Ja-
Bell arrived at Kansas City in the
hours, according to a telegram
received at The Pantagraph Mon-
evening. At Quincy they left a 5-
that had been encountered.

According to the message, they
expected to hop to Amarillo, Tex.
Tuesday.
The trip is being made in the
new Waco "225" airplane recently
purchased by Mr. Merwin, with
plane is, The Pantagraph's sec-
Scoop.

Bloomington Aviators Reach
Clovis, N. M., in Flight We

Davis Merwin and Jack Bell,
who left Bloomington by plan-
Monday morning for Pasadena
Calif., arrived at Clovis, N. M.,
Tuesday, according to a telegra-
f received by Mrs. Merwin Tues-
afternoon. The message reported
no trouble encountered, and says
plans are to fly to Tucson, Ariz.
Wednesday and to reach Pasadena
Thursday.

Bloomington Flyers Reach
Pasadena Ahead of Schedule

Davis Merwin and Jack Bell,
flying Mr. Merwin's new Wac-
"225" plane, The Pantagraph's sec-
Scoop, reached Pasadena, Calif.
at 4:35 p.m. Wednesday, Pacific
time, after having left Bloom-
ton Monday noon. They had no
expected to reach their destina-
tion until Thursday. Stops enrou-
t were made at Kansas City, Mo.
and Clovis, N. M. The last 20
mile lap was made in eight
hours and part of it necessitated fly-
at an altitude of 10,000 feet. On
the final hop, the two fliers beat
the T. A. T. plane from Clovis to Pas-
dena. A long distance teleph-
ical to Mr. Merwin told of the
arrival. Mr. Merwin had dinner
with his parents, Mr. and Mrs. L
B. Merwin, in Pasadena, Wednes-
day night.
AIR SCHOOL 
IS APPROVED

Instruction in Aviation to Be Given--Bell, Carnahan Sponsors

Approval of a new school for instruction in aviation has been given by C. F. DeLaasux, federal aeronautical inspector, to its sponsors, Arthur Carnahan and Jack Bell, both of Bloomington.

The school, which is to be opened within the next two weeks is to be known as the Carnahan-Bell Aviation school and is the first organized in this city.

Headquarters for ground instruction and business offices will be established in downtown Bloomington and flight work will be carried on at the airport on Route 2 north of Normal.

Flight Instructions

Ground instruction will be given in the following subjects: Aerodynamics and principles of flight, aircraft construction and care, aircraft motors and care, precautions in flying, navigation, meteorology, department of commerce air traffic rules and air commerce regulations. Flight instructions will cover both elementary and advanced subjects. The idea of the school is to qualify pilots for private pilot licenses, limited commercial licenses and transport pilot licenses, Mr. Bell said Monday.

A Waco biplane and a Monocoupe are to be used for elementary flying instruction and a Waco taper-wing speed plane and a cabin monoplane will be used in advanced study.

Both Transport Pilots

Both Mr. Bell and Mr. Carnahan are transport pilots and have had several years of flying experience previous to being approved in department of commerce tests. Mr. Bell is the official pilot of The Pantagraphs plane, Scoop, and Mr. Carnahan has piloted the ship on numerous occasions.

Feminine Aviation Enthusiasts

Think It's Going to Be 'Great Sport.'

Bloomington is soon to have a glimpse of its first women aviation students it was learned with announcement of the enrollment list of the Carnahan-Bell Aviation school.

The city's first feminine aviation students are: Miss Evelyn Bell, 808 East Olive street, Miss Irma Smith, 820 East Jefferson street, and Miss Alice Ellis, 118 East Beecher street.

The trio will attend the first ground school class of instruction Monday night and will follow up during the week with plane instruction at Bloomington airport. They will be part of a class of some 15 students enrolled for the first period of the school.

"It's going to be great sport," Miss Smith told a reporter, "I became interested in flying a few weeks ago and hearing of this opportunity to learn how to fly decided to try it. I don't know anything about it now but expect to begin learning Monday night."

"I've already had an hour of flying instruction," Miss Ellis said, "but that was last fall. This spring I intend to follow it up and with the ambition to be able to fly my own ship by the end of the summer. It's a great life, this flying."

Five licensed ships of both open and cabin models have been placed in service by the school for flying instructions.

FEB. 10, 1930
At the

Carnahan-Bell Aviation School

Qualify for Private Pilot, Limited Commercial and Transport Pilot Licenses...

Thorough course in ground instruction, navigation, meteorology, and elementary and advanced flight. A complete aviation course under the competent instruction of Art Carnahan and Jack Bell.

A Waco Biplane—Monoprop Monoplane—Waco Taper Wing and Cabin Monoplane used for flight instruction.

Transport Pilots Instruction
Dept. of Commerce Licensed Equipment

For Complete Information Write
CARNAHAN-BELL AVIATION SCHOOL
Bloomington, Illinois
50 Years Ago
Feb. 10, 1930 — Bloomington is soon to have a glimpse of its first women aviation students, it was learned with announcement of the enrollment list of the Carnahan-Bell Aviation school. The city's first feminine air students are: Miss Evelyn Bell, 800 East Olive street; Miss Irma Smith, 1020 East Jefferson street; and Miss Alice Ellis, 118 East Beecher street. The trio will attend the first ground school class of instruction Monday night and will follow up during the week with plane instruction at Bloomington airport.
Hundreds of Minier Homecomers Greet SCOOP, Pantagraph Plane

Visiting Airmen Find Gala Crowd on Hand for Celebration—New Schedule Released.

Hundreds of homecomers attending the annual Legion frolic at Minier Saturday afternoon deserted a racing program and baseball game to hurry to a nearby field when SCOOP, the Pantagraph's plane zoomed down from the skies, powered over the field under the skillful hand of Pilot Jack Bell and landed soon afterwards.

The ship arrived more than a half hour early because a scheduled trip to Stanford was cut short when it was found that most of the citizens in that community had gone to Minier for the celebration. Arriving at Minier the flyers saw the new air sign which has been painted on the Theis garage there. It is painted according to Guggenheim requirements.

SCOOP was at Minier for more than two hours. The Pantagraph's plane was not alone however as Archie Baldridge dropped in with Hula Baby to say hello to the crowd and Lewis Horn also of Bloomington port, passed over in his cabin plane. The celebration closed Saturday night.

Pilot Bell was accompanied to Minier by W. F. Rainey, state editor of The Pantagraph.

This week SCOOP has three more trips on its schedule. Tuesday afternoon it will visit Lincoln, landing at the airport north of that town. Wednesday the ship will go to Lexington, Weston and Gridley and Thursday it will visit Mackinaw and Deer Creek.

Jack Bell Gets High Transport Test Rating

Jack Bell, pilot for the Daily Pantagraph plane, SCOOP, Saturday received a message that he had passed tests for air transport pilot license, the highest issued by the government. Mr. Bell took the tests Nov. 23, and is reported to have passed with an exceptionally high standing.

In 1927 Mr. Bell began his flying lessons. He took his solo flight March 11, 1928. His limited commercial pilot's license was acquired in June, this year. Since June 1, he has been a pilot for The Pantagraph.

Tests for transport license include both written and flight tests. The written test includes navigation, meteorology, airplane structure, air traffic rules and regulations and licensing of aircraft.

A spurt of building activities is looked for with the first spell of warm weather though building is not expected to be heavy until spring.

AGRAPh, BLOOMING:

Flyer Takes Woman to Mother's Bedside

A Bloomington flyer and a plane from the Bloomington airport sailed Sunday in carrying a Decatur woman and her husband to the bedside of her mother, who was seriously ill in Cedar Rapids.

Jack Bell, Bloomington pilot, returned to Bloomington Monday in Archie Baldridge's Waco plane after making one of the fastest emergency air journeys to be made by a Bloomington flyer. Mr. and Mrs. Menaisky, a Decatur couple, were on their way to Cedar Rapids by auto but motor trouble stopped them here. Mr. Bell was called and the air journey arranged.

Within two hours after he had been called, Mr. Bell brought the plane down in Cedar Rapids, making the 190-mile hop in an hour and 20 minutes.

The pilot encountered stiff and fog on the return trip Monday.
H. C. ADELMAN
OPTOMETRIST
HELMETS AND GOGGLES
PHONE 200
220 N. CENTER

GREEN GOBLIN
SWEET SHOP
PHONE 5983
114 NORTH NORMAL

ED. RAYCRAFT
CADILLAC-LASALLE DEALER
PHONE 2489-X
216 E. FRONT

ULBRICH & KRAFT
CLOTHIERS
PHONE 2607-L
114 N. CENTER

Belts Better Tire Service Inc.
PHONE 222
302 EAST WASHINGTON ST.

TEDS LUNCH ROOM
N. W. Corner of
Main and Virginia

SMITH PRINTING COMPANY
JOB PRINTING
Order Your Christmas Cards Now
No Job To Large
No Job To Small
Phone 5776-L

AIR CIRCUS
BLOOMINGTON AIR PORT
SUNDAY, JULY 20, 1930

STATE FARM
MUTUAL
AUTOMOBILE
INSURANCE
COMPANY
STATE FARM INSURANCE BLDG.

SEE YOUR CITY FROM THE AIR

Passenger
0 x 5 Over Town $2.00 Over Lake $3.00
No Job To Large
No Job To Small
Phone 5776-L
Normal, Ill.

Flight
Radial Over Town $2.50 Over Lake $3.50
Monoplane Is Added to List of Ships at Bloomington Airport

William Bennett, 1803 East Jackson street, flew to Bloomington Saturday afternoon from Moline in his new monoplane, which he purchased from the Mono Aircraft corporation. The two-place open cockpit ship is dual controlled and is powered by a Dayton V-12 motor which develops 100 horsepower. The plane has a top speed of 90 miles an hour.

Bennett and Art Carnahan were taken to Moline by Walter Williams in his Stinson-Detroiter. The new plane, which is the smallest at the Bloomington airport, will be leased part time to the Carnahan-Bell Aviation school for student instruction.

It is reported that William Bennett has purchased an aeroplane. "Bill," who was born at Bloomington, will be on hand every day to take some of his Minier friends a ride.

Monoplane Added to List of Planes at Airport

Art Carnahan, left, and Jack Bell, Bloomington transport pilots, are shown standing beside the new monoplane which was recently added to the planes housed at the Bloomington airport. The monoplane is on front view as indicated by Carnahan's position. The ship can carry two passengers.

William Bennett Solos at Bloomington Airport

William Bennett, 1803 East Jackson street, soloed in his new monoplane over Bloomington airport Saturday afternoon. Bennett is instructor, Arthur Carnahan and Jack Bell of the Carnahan-Bell Aviation school, and they paid informal visits to friends and came down to three-point nincineteen, east of El Reno. Bennett is employed in the insurance office department at the Moline Bank.

He purchased his ship in Moline several weeks ago.
Pictures 1, 2, & 3 taken at Lincoln Airport on May 25, 1930

Betty Jean
Mary Bill
(Bill's wife)
Bill Bennett
Will Haken

Bill Bennett

Bill Bennett
3,000 SEE GIRL IN FATAL 'CHUTE LEAP FROM PLANE

PILOT UNABLE TO HELP VICTIM

DIES IN 2,500-FOOT PLUNGE

Florence Palmer Davis, 19, of Normal, had long been an aviation enthusiast and had been a passenger in numerous planes. She desired to make a parachute jump and tried the stunt at Bloomington airport. The girl's parachute had been caught on a handle of the plane and was torn. Her body hurtled 2,500 feet earthward in a fatal plunge.

Mrs. Davis is shown here with her daughter, Florence, and brother, Edward Jr., in the crowd which witnessed the tragedy.

Jump Once Postponed

The stunt which cost her life had been looked forward to by the young woman, according to pilots at the local airport, happened as a result of the shrill of the parachute snapping a handle on the tail of the plane, the parachute being slipped from the bottom to the top, flyers said.

The girl's body struck the ground half a mile northeast of the hangars.

The stunt, which cost her life, had been postponed a week ago because of poor flying weather, and was in high spirits and anxious to make her first jump, pilots said.

Art Carnahan, veteran pilot here, was handling the plane from which Mrs. Davis jumped. Accompanying them was Eddie Brooks, pilot and veteran parachute jumper, who assisted the girl in preparing for the jump. Two other planes were in the air at the time of the tragedy.

Door Off for Jump

Early in the afternoon a crowd began to collect at the airport in anticipation of the stunt. As the exhibition was delayed from the scheduled time of 3 p.m., the crowd increased until 7 p.m., when the signal was given.

The plane, a cabin type owned by L. M. Carll, circled away from the hangars and into the air. The cabin door had been removed. Circles above the field the ship ascended to an altitude of 2,500 feet before the young woman made a parachute leap from the plane. Carnahan told the air story of the tragedy.

"We were up around 2,500 feet. Eddie (Brooks) got down on the floor of the plane and held the safety line containing the parachute. Florence stood facing us in the doorway of the cabin and when given the signal went out backwards. At the calling of the plane, something was wrong and dived, but she fell so fast that the plane couldn't catch her."

Carnahan Then First

According to Carnahan, the parachute, known as an exhibition type and folded into a sack, which is ordinarily fastened to the bottom of the plane, was torn and consulted. Shreds from the parachute were found on the handle.

According to Carnahan, who was first to reach her, the girl plunged feet downward from the plane. The body dropped into an out field just northeast of the airport and the feet drove six inches into the ground. When Carnahan reached the spot, Mrs. Davis was pronounced dead, unconscious.

An ambulance rushed the girl to Brookes hospital, where she died at 8:35 p.m., without recovering consciousness. It was said her body was broken. The girl had suffered internal hemorrhages and had been believed to have been strangled.

Mrs. Davis was in high spirits prior to the flight it was said. An overcoat was the only attire.

May 26, 1936

[Signature]

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jump, she accompanied Carnahan and George Goff, airport manager, to Lincoln to obtain the parachute. Clifford Holt, Bloomington, who owned the parachute, had used it earlier in the afternoon for a successful jump at the Logan county city.

Mrs. Davis was born in Normal, Oct. 12, 1910. She was educated in the Normal grade and high schools. During her senior year at the latter institution she was married to John Davis, who resides in North Carolina.

She is survived by her parents, a two-year-old daughter, two sisters, Mary at home, and Mrs. Ben Harris of North Carolina, and a brother, Edward Jr., at home. She was a member of St. Matthew's Episcopal church.

The funeral for Mrs. Davis will be held at 2 p.m. Tuesday at the home, 1009 North Walnut street, Normal, in charge of the Rev. Raymond Z. Brock, rector of St. Matthew's Episcopal church. The body will be taken to Leroy for burial in the Oak Grove cemetery.

"Accidental Death."

Accidental death caused by falling when the parachute to which she was fastened caught and tore on the airplane from which she jumped was the verdict of a coroner's jury which investigated Mrs. Davis' death Monday afternoon.

Coroner Lloyd Shoemaker conducted the inquest in the county court room of the courthouse.

The first witness was the first father, Edward S. Palmer, 1009 North Walnut street, a housefather at the Illinois Soldiers' Orphans' home. He told of attempting to discourage his daughter from making the jump, but, he said, she was determined and he was unable to prevail upon her to forego the attempt.

Arthur Carnahan, 404 East Emerson street, pilot of the ship, next testified, saying that the ship was at a 2,000-foot altitude when the leap was made. He also told of the successful dive he made with the ship in an effort to catch the hurtling form and related that the parachute was in first class condition when taken aloft.

Brooks Testifies.

Edward M. Brooks, 720 West Monroe street, another pilot, who said he acted as Mrs. Davis' instructor, told of giving her the word to leap after Carnahan had throttled down the motor of the plane. He was lying on the floor looking out of the open door and saw the parachute catch on the handle of the tail of the monoplane. Like Carnahan, he said, the tug of the fabric as it ripped on the handle could be felt. Brooks also said he had attempted all winter to discourage Mrs. Davis from making the jump.

C. W. Kendall, 1124 North Cotton avenue, said he passed the hat for voluntary contributions from the spectators to be given Mrs. Davis. Thirteen dollars were obtained in this way and he said that Mrs. Davis called out, "That's my new dress," as she climbed into the plane and he waved currency at her. Kendall said he knew Mrs. Davis only about six months but that she had frequently and enthusiastically mentioned her desire to make a parachute jump.
Motorless Craft Flown Here

This is the Bloomington Glider club’s new Wave primary glider assembled Tuesday afternoon and flown by three club members during the week-end. The glider weighs approximately 165 pounds and its silvery white wing measures 35 feet. The fuselage is a brilliant orange as is the white tail and fuselage.
GLIDER MAKES FIRST TRIPS

Motorists Watch Motorless Craft Sent Aloft in Twilight Flights.

Four twilight flights were made late Tuesday in the Bloomington Glider club’s new primary glider which was assembled that afternoon at the Bloomington airport. Art Carnahan, Bloomington aviator, who purchased the machine for the club which is to comprise 20 members, made the first two flights, the glider being sent aloft with a steel towing cable attached to an automobile.

A large crowd of motorists watched the flights from the road at the north end of the airport where the glider was started because of a south wind which readily tugged it as high as 400 feet before the airmen tripped loose the cable.

Other flights were made by Elmo Lane and Herman Mecherle, also members of the club. An organizational meeting is to be held soon for the election of officers, Carnahan said.

The glider weighs approximately 125 pounds and its silvered wing measures 35 feet. The fuselage is a bright orange as is the rider’s seat, the stick and rudder-bar. While gliders are not licensed by the department of commerce, identification numbers are registered with the department by the manufacturers and the number of the local craft is 857V. The machine was manufactured by the Waco company of Troy, Ohio, makers of The Pantagraph plane, Scoop, and cost $385.

Other members of the club contributing to the purchase of the craft are: Davis Merwin, Arch Euldbridge, Bill Bennett, Willis Harris, George Goff, Jack Bell, Herman Wilke, Dr. Watson W. Gafney, Jesse G. Lengdon, Floyd Craig, Clay Douley, Leslie Harris, Walter Johnson, Walter Kraft, A. H. Belt, Roger Humphreys, Walter Williams, Ray Carnahan and Ferdinand Schad.
AIR CIRCUS

SUNDAY, JUNE 22, 1930

Bloomington Air Port

Stunting---Airplane Races
Glider Flights---Parachute Jumps

PROGRAM STARTS PROMPTLY AT 1:30 P. M. SHARP

Every Event Will Take Place Promptly as Advertised

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<tr>
<th>Passenger</th>
<th>0x5 Over Town... $2.00; Over Lake... $3.00</th>
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<tr>
<td>Flights</td>
<td>Radial Over Town. $2.50; Over Lake... $3.50</td>
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PROGRAM

1:30 P. M.—Stunting Exhibition by Art Carnahan
2:30 P. M.—Glider Flying—Thrills for Everyone
3:30 P. M.—15 Mile Race;
    Humphreys—Baldridge—Carnahan—Bell—Wood
4:30 P. M.—Stunting Exhibition by Jack Bell
5:30 P. M.—Delayed Parachute Jump by Eddie Brooks
6:30 P. M.—Parachute Jump by Cliff Holt

This Air Circus Will Be Sponsored By
Local Pilots and Bloomington Airport

In Case of Rain Circus Will Be Held, June 29

Admission 10c
Lunch Room On Field
Free Parking
On Route 2—Five Miles North of Bloomington
Bloomington was represented at the DeKalb county air meet Friday, Saturday, and Sunday, local pilots attending including Franklin Kemppinen, Will Bell and William Bennett.

Bell won the stunt contest and a free-for-all race in Baldridge's per-wing Waco, while Kemp won a light plane race with a Waco.

DeKalb county opened its big new airport at the meet. Equipment includes a big modern hangar, beam lights, flood lights and boundary lights, as well as rest rooms and other facilities for patrons.

More than 30 planes took part in the meet. Large crowds attended Friday and Sunday, rain interrupting the Saturday program.

An aerial wedding was one of the hunts, Bennett going aloft in the amphibian plane in which the ceremony was performed.

An air marker has been painted on the roof of the Heberling building, Douglas and Prairie streets circle, arrow and numerals indicate that the airport is five miles north of Bloomington.

---

Bill Bennett was the bridesman.
JACK BELL, CLIFF HOLT
KILLED IN PLANE CRASH

Deaths of Pantagraph Pilot and Student Passenger
End Mattoon Air Meet.

Jack Bell, pilot of Spoon, the Pantagraph's airplane, and his passenger, Clifford Holt, a student pilot at 99 Eleven, were killed instantly Saturday afternoon when their plane, a Piper Wag was dived upon the ground during a balloon banquet contest at the destination of the new Mattoon airport.

The plane was injured by Archie Riddle, Bloomington, and paratrooper "Hole Baby" was destroyed and the occupants were dead when taken from the wreckage, the bodies nowhere mangled.

The crash occurred at 7:45 p.m. and brought to an abrupt end the Saturday-Sunday program of glider and balloon contests at the new airport, which located a mile and a half southeast of Mattoon, opposite the Old Plant farm home. The airport was completed just two weeks ago.

Captured Shooting Prize
Bell, who only a week ago made his first solo flight, after taking instructions under Bell was to have completed the Pantagraph program at the field and make a parachute jump, a number of which he had formerly made in Bloomington and other airports.

He was no stranger to Bell, who was known as Jack throughout Bloomington where he had traveled with the Pantagraph's airplanes, Spoon I and Spoon II during the last 10 months. He was convinced of the safety of the 1000-foot balloons which he sought to break in their attacks in order.

Bell had been released by Jack as he reached a height of 1,500 feet. The rules of the contest were for the release of two balloons by the competing fliers, who were then to dive for their own targets, breaking the ball before the three minutes had elapsed.

JACK BELL, CLIFF HOLT
KILLED IN PLANE CRASH

FAIL TO COME OUT OF DIVE

Crash Victims

As Jack's balloon sailed away below him, he dived after it and at his first attempt, he broke the balloon nearest him. Banking, Jack dived again, this time for his other mark, but missed it badly and in the second attempt, his position was such that he could not see the first balloon. He then saw the second one and was trying to break it when the网友评论 said his plane crashed.
It was a beautiful day at the field of a small airport near the town of El Paso, Texas. A group of friends, including Jack and his sister, were planning to take a flight in a small airplane. Jack was excited about the adventure, as he had never flown before.

At 10 a.m., the friends gathered at the airport. The sun was shining brightly, and the sky was clear with no signs of wind. Everyone was dressed in their best clothes, ready for the journey ahead.

After a brief briefing from the pilot, the group boarded the small airplane. The cockpit was small and cramped, but everyone was eager to experience the flight. Jack sat in the front seat, with his sister beside him. The other passengers were spread throughout the cabin, each sitting in their designated spots.

The plane started its engines, and the sound of the propeller could be heard. The pilot checked the instruments, and with a thumbs-up, the plane was given the go-ahead to take off.

The small airplane lifted off the ground with a gentle jolt. The friends held on tightly, and the plane began to gain altitude. Jack looked out the window, marveling at the view of the city below.

As the plane climbed higher, the friends began to feel a bit nervous. The wind was getting stronger, and the plane was struggling to maintain its course. Jack's heart was pounding in his chest, and he could feel his palms sweating.

Just as everything seemed to be going wrong, the pilot made a quick decision to land immediately. He adjusted the course, and the plane began to descend rapidly. The friends held on tightly, and the plane touched down with a jolt.

Once the plane was safely on the ground, Jack breathed a sigh of relief. His friends were also relieved, and they all laughed about the near-miss experience. They knew they would never forget that flight, and they shared countless stories about the adventure for years to come.
Bloomington Friends Pay Final Tribute to Pilot Jack Bell

Bloomington friends, coworkers and other friends attended the funeral at Paris, Monday of Jack Bell, pilot of the Pantagraph's airplane. Sears, who with Clifford Holt, was killed in an airplane crash at Mattoon Saturday. The above picture, believed the last of the popular flyer, was taken in front of Sears Thursday from the bell returned to the airport from a picture-taking trip over McLean county.

Sears had just been fitted with a new streamline noseap, which replaces the exhaust collector ring used for winter flying. Jack asked that a picture of the plane with its new noseap be taken so that he might send it to Davis Miles, general manager of the Pantograph, who is in California.
Hula Baby engine of plane Jack Bell was killed

Pantograph glossy photo
1. H. A. Brown, new provost of the Illinois State Normal University, takes up his duties.

2. Rossmuir, engineers awarded contract to make topographical survey of post-office site.

3. Eugene and Mrs. John R. Masters come from Flower City, to take charge of the Salvation Army post in Bloomington.

4. Engineers complete survey of the post-office site.

5. Capt. George Buckel, city engineer for 15 years and president of the Firemen's pension board, dies.

6. R. E. Davis, president, announces that the Musical Art Society is now in session.

7. New band at the public library.

8. Mayor Bailey and Mrs. Bailey announce that the new post-office will be completed by the end of the year.

9. The former site of the post-office is now a park.

10. The new post-office will be located at the corner of Main and Market Streets.

11. The new post-office will be open for business on Monday, July 20th.

12. The new post-office will be dedicated on Tuesday, July 21st.

THE FOLLOWING PICTURE GIVES AN ACCURATE IDEA OF THE MANNER IN WHICH THE ENGINE OF THE WRECKED PLANE WAS OPERATING THE DAY BEFORE THE ACCIDENT.
Aviation Program Is Arranged for Sunday at Airport

An aviation program is being prepared by the Chamber of Commerce as a benefit for the Indians of Central Illinois. The program will begin at 9 a.m. and conclude at 5 p.m. The program will consist of various activities related to aviation, including displays, lectures, and demonstrations. The activities will be open to the public, and all are invited to attend.

At 2:30 p.m. Art Carman will present a demonstration of his flying skills. At 3:30 p.m. there will be a special event for children. The program will conclude at 5 p.m. with a special presentation by the Chamber of Commerce.

Tributes to Jack Bell Come from Residents of Central Illinois

Tributes to Jack Bell, a hero of the aviation world, have been pouring in from residents of Central Illinois. Jack Bell, a pilot and aviator, was killed in a tragic accident. The community is mourning the loss of this brave man.

He was one of the early flyers in Central Illinois, and his death is a great loss to the community. He was a true pioneer in the field of aviation, and his contributions will not be forgotten.

George Goff and Herman Wolf plan to fly in from Chicago to pay their respects to Jack Bell. The flight will be a special tribute to the memory of this brave aviator.

Baldridge Plane Badly Damaged in Fatal Crash

A tragic accident occurred on Saturday, July 20, when the Baldridge plane, a popular aircraft, crashed. The pilot was injured in the accident, and the plane was severely damaged. The community is mourning the loss of life and property.

Tribute to Flayers

Editor The Pantagraph To The Pantagraph's readers and writers: Just a few moments ago, a tragic accident occurred, leaving many heartbroken. Our thoughts and prayers are with the families of the victims. We ask for your understanding and support during this difficult time.

Mrs. Charles Snopkin, Champaign
HUNDREDS SEE AIR PROGRAM

Eddie Brooks Bruised When Plane Motor Stalls and Ship Falls.

A crowd of several hundred persons attended a program of exhibition flying, taxi saults and other aerial events Sunday at the Bloomington airport.

The only scheduled event not included in the program was a parachute jump by Miss and Mr. Eddie Brooks, 220 West Shrew street, Ship to be Damaged.

"Eddie" suffered injuries as a Super-Swoophee he was piloting in a race insted in a controlled where the motor stalled. He was hospitalizing immediately at his home Monday. The accident occurred about two miles north of the port level of the Lancer wires near the farm owned by Mrs. Anna Price of Bloomington and operated by her son, George Price.

The ship belongs to Claude Kennedy, Vic Strevick and Minie Hansch who said Monday that it would be replaced as it was an old model not worth retaining. The OX-5 motor, unharmed although the plane nearly moved completely over upon landing in the field, will be replaced.

Thorn From Cockpit.

The owners assured the mechanics from the hospital, highly damage the plane Monday morning. The wings are to be removed and the fuselage traveled on another to the Lincoln street road for transportation back to the airport.

Brooks said he was about 100 feet above the earth at the time and that when the motor failed he was able to make the ship in a height of 900 feet in order to clear a fence and a clump of trees before the ship itself stalled and came down. He was brought from the rear cockpit.

Humphreys Threw.

Tommy Woods placed first in a bomb dumping contest in which six pound pieces were used. Robert Humphreys took second place in the event and Franklin Kemp third. Others in the contest who essayed to drop the "bomb" in the center of a circle marked on the field were Len Jackson and Jack Simmons. Humphrey placed first in a spot landing contest in which the first attempted to bring their ship in the center of the circle without the motor power being used. Len Jackson and Franklin Kemp were second and third in this event. All Cheyenne, who essayed to enter the crowd with Dean Bobo, also took part in the landing contest.

Visitors See Events.

Visiting aviators at the field Sunday included L. D. Wharram, a general service manager from the New York branch of Curtiss Flying service who saw a new farm from Chicago to St. Louis due to a 25 mile head wind, he re-

Although enthralled over the upper wing, Eddie Brooks, the Bloomington pilot of this Super-Swoophee, received slight injuries when the ship's motor failed last Sunday during a race at the Bloomington airport on a field owned by Mrs. Anna Price about two miles north of the port.

Eddie was on the last lap of a 25 mile race and was within 10 feet of the earth when the engine stopped and the plane stalled after he crossed a clump of trees and a fence. This ship, an old model, was insured to such an extent that its owners, Claude Kennedy, Vic Strevick, and Minie Hansch, are making it.
Bloomington Residents Fly to Canada

Bloomington proved too hot for Mr. and Mrs. J. P. Goelzer and Mr. and Mrs. Art Carnahan Friday, so they stepped into G. E. Mecherie’s monoplane at Bloomington airport and headed for Canada. Art Carnahan is shown on the left in this picture, Mr. Goelzer standing next to Mrs. Carnahan, with Mrs. Goelzer on the right. Walkerville airport near Windsor, Canada, was the objective in this flight. There the party will meet G. E. Mecherie and party who are on a vacation trip by motor.

Photograph From
Carnahan--Bell School of Aviation

Flying School Contract

I, ____________________________, residing at ____________________________, do hereby apply for enrollment in the ____________________________ course of Carnahan--Bell School of Aviation, at Bloomington, Ill., and I agree to pay therefor the sum of ____________________________-Dollars($__________) as follows: ____________________________-Dollars($__________) at the time of execution of this application and ____________________________-Dollars($__________) ____________________________

I agree to abide by all the rules and regulations of the Carnahan--Bell School of Aviation now or hereafter in force.

I hereby release the Carnahan--Bell School of Aviation and its successors and assigns from all suits, claims or demands of every kind and character which I, or my heirs, executors, administrators or assigns can, shall or may have, arising out of and/or by reason of and/or in connection with the course of instruction herein applied for.

It is understood that the instruction may be terminated at any time by either party, in which event, the obligation of the Carnahan--Bell School of Aviation shall be limited to a refund of the unearned portion of the tuition paid, in accordance with the schedule on file in the School's office.

The acceptance of this application by Carnahan--Bell School of Aviation, causes this to become the entire agreement between the parties and neither party shall be bound or affected by any statements or representations not obtained herein.

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Applicant

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Accepted:
Carnahan--Bell School of Aviation

By:______________________________

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**Enrollment Information Form**

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Bloomington Airport  
Bloomington, Ill.  
Flight Training  
Ground School

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3,000 ATTEND FLYING SHOW

Loon Numerous, but Ducks and Geese Shun New Lake

Numerous hoarse were present on Lake Bloomington, but no ducks or geese appeared, according to a few winter enthusiasts who utilized the lake Sunday. Most hoarse have been taken off the lake. On the shore a dozen camers and sneak rounds were held, during the day and night.

Second Mail Plea is Made

Postmaster asks Department for Carrier Service in Sunnyside Addition.

For the second time within a year Postmaster Eugene L. Hor- has asked the United States postal department to give carrier service to Sunnyside Addition, in the south-west section of the city. It was learned Monday. The second plea is based upon the fact that additional concrete walk have been built within the section of town and that new houses have been built.

Albemarle's Frank Milton of the Seventh ward started the active attack to get delivery service. A section of the proposal by taking a petition from house to house which was signed by every resident of the section. Since then he has followed up the work with reports to the postmaster on the grade and the improvements being made. These improvements were four months necessary, he had learned, in order to make the section meet the requirements of the United States postal department for carrier service.

Postmaster 'Hiser' said Monday that the city already is in need of another carrier, because of the increase in mail. If Sunnyside addition is put on the carrier list there will be a rearrangement of service of the roads and a new route, including the addition, will be added he said.

He said that he had requested the department to make its decision as soon as possible in order to laying the laying of a new sewer. On Locust street from the Nickel Plate to the Bloomington and Normal square corner intersection.

W. H. ROLAND

4th Floor Dining Room

Tomorrow's Special

1/2 Fried Chicken or Chicken Pie

25c

W. H. ROLAND

4th Floor Dining Room

For Dining Room Service

Free Thirsting every Day

New and Interesting Music in our House by Roland Carpenter

Fourth Floor.
Scoop, Pantagraph Plane, Aids in Serving Central Illinois

Thousands of Central Illinois residents have come to know Scoop. The Pantagraph's second plane, which, during 1930, has soared over the countryside on many a news and picture-taking expedition. Airman W. F., standing inside the ship, became pilot after Jack Bell (left) was killed while stuntting in another plane at Mattoon, July 12. (Story on Page 15.)

H. G. Connor took off from
Hasbro Air Base, N. Y., for England
in the monoplane Columbia.

Oct. 10 — Boyd and Connor landed
safely on Tresco Island, southwest of England.

Nov. 10 — Capt. Roy W. Amer
made nonstop flight, New York to
Panama, in 24 hours 34 seconds.

Dec. 10 — First world aerial security
congress opened in Paris.
VANDALS CUT
PLANE FABRIC

Damage of $400 Done at Airport Here; Sheriff Notified.

VANDALS at the Airport

Reports of serious damage to one of the planes kept in the hangar of the Bloomington airport, disclosed two things concerning the situation at the field. One is the discovery that there are persons on earth mean enough to commit such an act of unprovoked vandalism as ripping the fabric of the plane and putting it out of commission until the owners spend much time and money in having it repaired. Another disclosure by this incident is that the local airport lacks proper protection at night. In some parts of the season there are as many as eight or 10 planes kept at the field north of Normal, representing several thousand dollars in value. It is evident that the place at night and commit any act they please, the owners of the planes carry a constant hazard which they should not bear. In all air fields which have the full government rating, night watchmen are employed to prevent just such destruction as this one. Several instances of similar depredations have been reported at the local field. When Bloomington and its aviation well-being shall have woken up to the situation sufficient to provide a modernly equipped airport, no such vandalism will be possible in the future.

You never hear anybody singing 'The Girl I Left Behind Me' nowadays. The reason is that you can't leave the modern girl behind.
GEORGE GOFF AVIATION SNAPSHOTs
Gates Flying Circus, Visiting “Barnstomer” Planes

Standard J-1

Standard J-1
WWI trainer, Canadian version of the Curtiss Jenny

Roger Humphrey's Waco 9
AIRFIELD NORTH OF NORMAL

Left to right: Howard, Goff, Kemp, Morphew, Baldridge, Howard, Kendel, and Woods

Left to right: Goff, Young, and Kemp
Governor’s Air Tour

WACO 10

SUPER SWALLOW
Travel Air

'urzburger with a Stinson owned by Walter W. Williams
Beechnut Pitcairn Autogiro

Amelia Earhart with the Beechnut Pitcairn Autogiro
Three Army Airplanes north of Normal

Army airplane at field north of Normal
Goodyear Blimp visited the Bloomington Airport north of Normal
Field East of Bloomington on Route 9
Belanca tri-motored racer

Early United Boeing transport plane
Army airplanes north of Normal

Navy Airplanes
Army airplane

Carnahan’s Fairchild
G. Ermond Mecherle’s Monocouach

Clip wing Monocoupe, owned by Bob Davis
Archie Baldridge with a Buhl Pup
GAS MODELS

Line of models long fence.

Bob Kelley
HERE IS A BRIEF LISTING OF PERSONS WHO WERE ACTIVE IN PROMOTING AVIATION AT THE OLD BLOOMINGTON AIRPORT, NORTH OF NORMAL, ON THE HERMAN WILLS FARM, DURING THE PERIOD OF 1928 TO 1934. THESE NAMES ARE LISTED BY MEMORY ONLY, AND CERTAINLY CAN NOT BE CONSIDERED TO REPRESENT ALL PERSONS THAT MAY HAVE BEEN ACTIVE DURING THIS TIME PERIOD, BUT INCLUDE THOSE THAT ARE BEST REMEMBERED BY ONE WHO WAS A MEMBER OF THAT GROUP.

AIRCRAFT OWNERS:

1. WALTER WILLIAMS-J5 STINSON DETROITER- TRAVELAIR 6000. THESE WERE THE LARGEST PLANES WHICH WERE PERMANENT RESIDENTS OF THE AIRPORT (MR. WILLIAMS IS DECEASED).
2. ROGER HUMPHREY-OWNED WACO 9-2 DIFFERENT WACO 10'S (NOW DECEASED)
3. DAVIS MERWIN- OWNED WACO 10, (SCOOP#1), WACO STRAIGHTWING J67 (SCOOP#2) AND STINSON RELIANT (GULLWING 1934) (NOW DECEASED)
4. A.R. (ARCHIE) BALBRIDGE
   OWNED WACO 10 (HULA BABY), J5 TAPERWING WACO, NOW DECEASED.
5. VERNELLE IRWIN, OWNED TWO WACO 10'S, HOME IS AT HALLVILLE ILLINOIS AND IS VERY MUCH ALIVE AT THIS DATE.
6. OWE TilBURY- BUILT TWO AIRPLANES; FIRST WAS A HENDERSON POWERED PARASOL MONOPLANE SIMILAR TO HEATH. SECOND, BUILT THE TILBURY FLASH RACER WHICH IS ON DISPLAY AT THE MC LEAN COUNTY MUSEUM. (NOW DECEASED)
7. ERNOM MECHRLE-J67 MONOCOACH- (NOW DECEASED)
8. PARKHILL MOTORS AND/OR PARKHILL TOURS
   OWNED A STINSON SM8A-PRESENT STATUS OF OWNERS NOW UNKNOWN
9. FLOYD CRAIG-VELIE MONOPREP-HAD A PARTNER BUT NOT RECALLED (STATUS UNKNOWN)
10. LANDER VAN GUNDY-OX5 LINCOLN PAGE (STATUS UNKNOWN)
11. WM. (BILL) BENNETT OWNED A VELIE MONOPREP. STATUS UNKNOWN
12. CLAUDE (MULEY) KENDALL-PARTNER IN OX5-SUPER SWALLOW AND OX6 WACO10 (DECEASED)
13. FRANK (JUGGY) KEMP- OX5 (DECEASED)
14. LEO JACKSON- OX5 TRAVELAIR 2000, PARTNER WITH FERDINAND SCHAD (DECEASED)
15. FERDINAND SCHAD-PARTNER WITH LEO JACKSON ON TRAVELAIR 2000 STATUS UNKNOWN
16. HARRY KANE-INTERNATIONAL, HIS一样 POWERED-STATUS UNKNOWN
17. BEN SNYDER- OX5 JN4D JENNY- (STATUS UNKNOWN)
18. TOM LIVINGSTONE-MINONK ILL-OX5 AIR KING, WAS OPERATOR OF THE AIRPORT FOR LEESAR (PAPPY TANNUS) WHO BUILT THE AIRKING AT LOMAX PEORIA DURING A SHORT TIME.
19. BRUCE BLISS-KELLY CURTISS JR. PUSHER (STATUS UNKNOWN)
20. LEWIS HORN TRAVELAIR 2000 OX5 CURTISS ROBIN

NOTE: STATUS OF PERSONS LISTED AS "UNKNOWN" INDICATES ONLY THAT THE WRITER, WHO HAS BEEN AWAY FROM BLOOMINGTON SINCE 1935 DOES NOT KNOW WHETHER THE NAMED PERSON IS LIVING OR DECEASED.
Pilots Who Flew at the Old Airport
During the 1928-34 Era:

2. Tom Wood, pilot for Parkhill & others living in Florida.
3. Norm Miller, student at IWU, flew for Parkhill (deceased).
4. Jack Simmons, Hisso Travelair (status unknown).
6. Dr. Robert McIntosh flew Mecherle Monocoach (deceased).
7. Harvey Wurzburger believed to be the first Bloomington pilot after World War I.
   Active in selling surplus aircraft materials and supplies (status unknown).
8. Ed Brooks flew for numerous owners, also a parachute jumper.
10. Carl Klawitter, same as above.
12. Robert (Bob) Davis student pilot who may have soloed at Old Airport, later owned several airplanes at New Airport.
13. Herman Wills, owner of the Old Airport (deceased).
14. Ed Blum worked for Herman Wills as operator of restaurant, fueled airplanes, managed hangars, and drove limousine to Chicago with airline passengers (United, American, Century & Others) forced down at Bloomington.
15. Elmo Lane flew A. R. Baldridge’s Waco-10 (deceased).
16. Chas. (Chuck) Howard, member of Bloomington Flying Club, related to Roland’s Family (Department Store).
17. Frank Bill, active enthusiast and aerial photographer for Daily Pantagraph (status unknown).
18. George Goff lived in Normal, flew for several owners (deceased).
19. C. D. Curtiss Director of Y.M.C.A., not a pilot, but a very supportive enthusiast in all airport activities (deceased).

Of course at the top of all lists as owner, operator and pilot etc. was Mr. Illinois Aviation, F. Art Carnahan.

This list was prepared by Herb (Murph) Morphew, who was a pilot, mechanic, and man of all work. During 1928-34, knew all persons named personally. There are, no doubt, many others that should have been included, but not recalled at this time.

These lists were presented to the Bloomington Chapter of the E.A.A. by Herb Morphew on March 21, 1985.
THE SUPER SWALLOW
By H. E. Morpew

This 1926 OX-5 Powered Super-Swallow is believed to be the first production model Swallow utilizing welded steel tube fuselage construction in lieu of the earlier wood and wire designs fabricated by remodeling World War I airframes.

The Swallow Was built in Wichita, Kansas by a group of pilot engineers which included such famous names as Matty Laird, Clyde Cessna, Lloyd Stearman, Walter Beech and Jake Mollendick. Prior to 1926, this group had produced a large number of Swallow airplanes Powered with war surplus Curtiss OX-5 and OXX-6 engines as well as the Hispano-Suiza, more commonly known as the “Hisso”.

In late 1925 or early 1926, this group of individuals broke up with Matty Laird moving to Ashburn Field on South Cicero Street, Chicago, to produce the Laird biplanes. Clyde Cessna, always a believer in the monoplane, moved to another location in Wichita to produce the Cessna. Walter Beech designed and produced the Travel Air and later the Beechcraft in Wichita. Lloyd Stearman also built the Stearman biplanes, in Wichita, and Jake Mollendick continued as the head man at Swallow.

It is believed that only eight (8) Super Swallows were produced. All eight were out of service, either crashed or damaged beyond economical repair before 1932. The airplane shown in these pictures is reported to have been the last one in service.

This specific airplane was originally owned and flown by Art Chester, well known racing pilot and designer, who was a major air race winner between the mid-twenties and the late 1940’s.

Art operated out of Wilhelmi Field, south of Joliet, Illinois during the late 1920’s and purchased this Super-Swallow to replace World War surplus type of airplanes such as Standards and Jennies. About 1927, Art sold this airplane and became a dealer for Walter Beech’s Travel Air. Between 1928 and 1931, the Art Chester-Travel Air combination was practically unbeatable in the OX-5 racing classification.

The Super-Swallow was next known to be operating out of Peoria, Illinois, and in 1928, it was sold to the Parkhill Motors ownership in Bloomington, Illinois. About 1929, the Super-Swallow was sold by Parkhill to three local aviation enthusiasts, Ben McMillion, Minor T. Harsha and Carl Klawitter. Ben McMillion sold his interest later, to the then well known Bloomington garage owner, race car driver and Tavern owner, “Muley” Kendall.

During the years between 1928 and 1932, many local Bloomington-Normal residents learned to fly on this airplane and/or operated it commercially for the owners. A few of the names were: Art Carnahan, Jack Bell, Archie Baldridge, Eddie Brooks, Herb Morpew (“Murph”), Norm Miller, Ben McMillion and numerous others.
RECOLLECTIONS OF THE TILBURY FLASH

1932 through 1934

By H. E. Morphew

Much of the information that follows is no doubt redundant and in some cases may differ from that already known. This can be attributed to the characteristics of the human mind when recollections concern events that occurred some 60 odd years ago. Nevertheless, the following narrative is presented for whatever value it may have in establishing the details of the early days of the Tilbury Flash.

In the late winter of 1931 or early 1932, Owen R. Tilbury, who was in the employ of Williams Oil-O-Matic Corporation in Bloomington, Illinois proposed to Art Carnahan, a well-known Bloomington pilot, that a small racing monoplane should be built for the 110 cubic inch class race to be held at the Cleveland Air Races in early September, 1932.

The plane was to be designed by Mr. Tilbury around the physical measurements of Art Carnahan and tailored to the lines established by the engine to be used. The width and cockpit dimensions were to be as small as possible, yet sufficiently large for comfortable flight by a pilot of Art's stature. From the earliest proposal discussions it was firm that the fuselage and empennage would be conventional welded steel structure and that the wings would be a full cantilever plywood design mounted in the normal low wing position.

The basic proposal was agreed upon and Art was definitely chosen as the official pilot for the program. Finances being what they were in 1932, Owen secured the financial and physical assistance of Clarence Fundy who was a highly skilled tool room machinist, also employed by the Williams Oil-O-Matic Corporation. Hence the project was officially known during initial design and the 1932 racing season as the Tilbury-Fundy Flash.

The detailed designing was done by Owen in his home drafting room and construction of parts started almost as soon as the ink was dry. The only available production engine that would meet the displacement limits of the class was the Continental A-40. This engine was known to be reliable, but the initial cost was beyond the budget for the Flash. Jim Church had previously modified the four cylinder air-cooled Henderson Motorcycle engine and had increased its displacement to 108 cubic inches by using his own designed cast steel cylinders. He had successfully flown this engine in his own designed mid-wing monoplane and could supply an engine for the Flash. It was also believed that the upright mounting of the Church engine would allow better streamlining of the cowling and fuselage than the opposed design of the Continental A-40. In view of these considerations and the lower cash outlay required, Owen ordered an engine from Jim Church.

The wing curve chosen for the Flash was the M6, which had a constant center of pressure as I recall. This created complications since the wing was to taper in both plan and form and each rib was different in chord and thickness from root to tip. The ribs were of conventional spruce construction utilizing gussets made from 1/16 inch mahogany plywood. The spars, two in number, were of box design using ash upper and lower chords, mahogany plywood shear panels and maple block inserts at all bolt locations.
The 1932 wings were sized so as to provide a 12 foot wingspan. 4130 chrome moly attach plates were designed to provide a minimum of discontinuity by extending out along both faces of the wood spars for approximately 18 to 24 inches, tapering in width from tip to root. These plates were increased in height just past the spar root and provided with a welded doubler on each outside face. Two large bolt holes were drilled through these plates to match the fuselage attach box.

The ailerons were somewhat longer in span than normal for racing planes at that time and were of steel tube construction, fabric covered. The aileron spar was extended inboard to the fuselage and served as the control torque tube and also as a hinge on the wing aft spar. The actual hinges used were split hard maple blocks bored to the aileron spar diameter and then oil soaked. Simple steel straps attached the hinge blocks to the wing spar. While this design may seem crude, it was satisfactory with aileron stick forces being within an acceptable range.

A great deal of enthusiastic assistance was given during the actual construction of the Flash by numerous aviation minded friends of both Owen and Art. The only professional help used in the design and construction were Art Carnahan, Clarence Rousey, a welder who worked for the Carnahan Brothers in their garage and machine shop; and the writer of this narrative who was then a licensed Aircraft and Engine mechanic also working for the Carnahan Brothers. One individual volunteer who worked many long and hard hours in building the Flash was Clarence D. Curtiss, physical activities director of the Bloomington YMCA, which was next door to the Carnahan Garage. The 1932 wings were built in Owen's garage at his home. The fuselage and mechanical details were fabricated in the Carnahan garage in downtown Bloomington. Fuselage fairing were also built by Owen in his home shop and were fitted to the fuselage at the Carnahan garage just prior to fabric covering.

Fuselage construction was a conventional four longeron warren truss structure with two chrome moly torque boxes being built into the structure just above the lower longerons and having a depth somewhat greater than the depth of the wing spar roots. Fore and aft thickness of the torque boxes was more than distance between the wing spar attach plates by approximately \( \frac{1}{2} \) inch. Machined spacers were fabricated in various thickness' so that the wing could be mounted on the fuselage in a variation of positions within the \( \frac{1}{2} \) inch range for selection of an optimum position after initial test flights. To my recollection, the theoretical center position was first used, that is: \( \frac{1}{4} \) inch of spacer in front of and behind the wing plates and, since it proved satisfactory, no other positioning of the wing was used during 1932, 1933 or 1934.

The landing gear was to be a full cantilever design. This was similar to that used on the then-current Monocoupe. The strut structure was of welded chrome moly tubing hinged at the lower longerons and incorporating shock cord rings between a horizontal member of each landing gear strut and the fuselage cross member similar to Monocoupe and later used by Taylorcraft and others. An aft drag brace from the axle attach point extended up to the lower longerons approximately one foot aft of the forward main hinge point. The gear, as initially installed and taxi-tested did not incorporate a center tension/compression brace. Unfortunately, after the first taxi tests the loads imposed caused the gear legs to bend outward and a combination tension/compression tube was welded into each landing gear assembly as a temporary fix. As in many similar circumstances, this fix stayed in service so long as I have any knowledge of the Flash.

Many minor problems were noted during construction and were handled by "on the spot" design fixes. One which is well remembered is that when the first assembly of wings to the fuselage was made it was noted that the direction of aileron travel was reversed. This resulted from the horns being welded on the inboard ends of the aileron torque tubes. Fuselage control and structure interference prevented the simple fix of
rewelding the horns on the aileron spar in the proper position. Instead, since time was becoming critical, a simple walking beam was located on the upper fuselage cross tube behind the pilot’s seat. A push-pull tube was mounted on the left control horn of the primary aileron control torque tube beneath the pilot’s seat, which then crossed over fuselage centerline and connected to the walking beam to the right of center. This then reversed control movement directions. A push-pull tube from each end of the walking beam dropped down to the control horn on the aileron spar torque tube and now the control throws and directions were proper. Provisions were made during this “Modification” which could have provided various aileron throws or even differential control. No variation of the basic specifications was ever made to the knowledge of the writer.

By early summer the Church engine arrived and was inspected. The only tachometer available in the proper RPM range was a French Chronometric tach, which was not an instantaneous indicator, but rather sensed the engine RPM and at specific intervals and indicated the RPM on a reversed reading dial. As a result, the tach needle jumped continuously during engine acceleration or deceleration. Surprisingly, it worked fine once you were used to it. Engine RPM was in the 3100/3200 range.

The engine had been built up on an early Henderson crankcase which incorporated three main bearings. (Later, Hendersons used a five main bearing design.) The large capacity oil sump was an aluminum casting similar to that used on the Heath/Henderson conversions. The new Church cylinders were of cast steel and were installed on the crankcase by bronze clamps using the original Henderson cylinder hold down studs. As I recall the bore of the cylinders had been increased to 3 1/8 inches. As a result, the four cylinders which incorporated integral cooling fins were nested together so closely that the cylinder fins were almost continuous. Cylinder heads were not removable.

The valve arrangement was “F” head in reverse. That is, the exhaust valves were in the head and the intake valves were in the side position. As a result of this unusual arrangement, the exhaust valve was much larger than the intake and the “breathing” characteristics of the engine were certainly not optimum. On the other hand, exhaust scavenging was excellent. Regardless of basic theories and principals, the engines ran fine.

The carburetor was a Winfield side draft, size unknown. Ignition was provided by a Simms magneto as originally used by the Henderson motorcycle. Due to the new cylinder design and cowling consideration, the magneto had to be mounted on its side. The original coupling provided with the engine would not provide a sufficient range of ignition timing and it was discarded. Instead, the timing gear shift and the magneto shafts were fitted with a diamond knurled sleeve approximately 3/4 or 7/8 inch in diameter. A short section of high pressure steam hose that had the proper inside dimension was fitted over the knurled sleeve of timing gear and magneto shafts and secured with heavy duty steam hose clamps. This provided for infinite timing adjustment and was still in service at our last contact with the Flash.

Time was getting short and the engine cowling still hadn’t been completed. A temporary cowling was made up, which was quite crude and was riveted together to allow initial engine runs and taxi tests. The propeller had been laminated, carved and finished by Owen according to his calculation, assuming 45 BHP at 3100 RPM. When engine runs were made the engine RPM was very close to 3100 and seemed to confirm the 45 horsepower output.

All final assembly and testing was done at the old Bloomington airport, north of Normal on the Herman Wills farm. This field encompassed 80 acres and was one-half mile long east and west and a quarter mile north and south. Obviously all takeoffs and landings were east-west or vice versa. The west boundary of the
field was marked with a high voltage power line about 30 feet high. On the east end of the field there was a railroad embankment about 8 or 10 feet high with a grain elevator building located at the north boundary of the field. On the south there was an ordinary Illinois farm barbed wire fence and along the north boundary a country road laid with the roadbed approximately three or four feet below the level of the airport. The ditches on each side of the road were steep sharp abutments which would be sudden destruction to any airplane crossing the roadway. All in all, no less desirable place could have been selected for initial test flights of a racing plane but it was the only airport we had.

Final engine runs were finally accomplished and everything ready for taxi tests. Unfortunately, as stated earlier, the landing gear was not sufficiently stressed for the loads and the gear had to be removed for the “overnight modifications” previously reported. Subsequent to that and other minor changes the normal speed taxi runs were successful and Art believed he was ready to try out the control feel at higher speeds. Several speed runs were made using the longest possible diagonal — southwest corner to northeast corner, but there was insufficient distance available for a takeoff attempt and a safe abort. Reasons for the slow accelerations were investigated and it was determined that the 10 inch by 3 inch Travel Air tail wheels used for the main gear of the Flash had insufficient bushing to axle clearance and were galling. Additional clearance and better lubrication eliminated the tight wheel condition but did not appreciably decrease the runway requirements on the next taxi tests.

It was now late into August and Art and the writer were scheduled to depart for Los Angeles to start the Cord Commercial Plane Handicap Derby from there to Cleveland. Accordingly, it was decided that Owen would take the Flash to Cleveland on a trailer and the actual flight test would be made after Art and I arrived in Cleveland. (In those days the Air Races extended for ten days and incorporated two weekends.)

This plan was effected and everything progressed according to plan. Art was placing well from day to day in the Derby and Owen had completed assembling the Flash.

For reasons unknown except the normal impatience of a designer who has finished his work and was sitting from day to day waiting on someone else to do his job, Owen finally agreed to allow Russ Hosler, a pilot of about Art’s size and build, to make an initial flight check. It was never considered that Hosler would race the Flash. He was only to test hop it, but as it turned out — nobody raced the Flash.

Since neither Art nor I were at Cleveland at the time of the test hop nothing can be reported except that Russ never became fully airborne and got into violent roll oscillations to the extent that both wing tips were destroyed beyond repair and all activity for that time ceased until getting the Flash back home.

It was late winter (1932) before any further work was done to the Flash except for a redesign of the wings to increase their span to 14 feet and modifications to the empennage to provide better directional control. This was desirable especially at low speeds since no brakes were incorporated. Damage to the wings as well as the basic design prevented any simple fix and new wings were necessary.

Due to the limits of a one car garage at Owen’s home, the entire reconstruction project was carried out in the Carnahan garage building. Woodworking equipment was set up on the fourth floor, which was not being used, and the new wings were built adjacent to the tool equipment. The wing curve (M6) and design characteristics were identical to the original wings. The original wing attach fittings and ailerons were reused.

The fuselage was modified in the Carnahan welding shop, which was on the third floor. The stern post was
increased in height about three or four inches and a steel tube dorsal fin was constructed which extended forward to the aft bulkhead of the cockpit. It is interesting to note that, so far as can be recalled, this was the first true dorsal fin used up to 1932. Douglas Aircraft, which also had a directional control deficiency in the DC-2 used this same corrective measure in designing the well-known DC-3 in 1934. The modified fin also required the rudder to be extended in height to match the fin.

The engine was dismantled for inspection by the writer and it was noted that several pistons were cracked. Crankshaft and bearings were found to be in excellent condition. The cracking of the pistons appeared to be caused by insufficient strength in the piston head design or possibly detonation. As a result, a decision was made to replace the church pistons to manufacture new ones entirely from scratch. The facilities of the Williams Oil-O-Matic manufacturing shop provided excellent pattern making and aluminum foundry facilities. Accordingly, new pistons incorporating a new head design were cast and finish machined to the individual cylinder bore requirements.

Assembly of the engine and initial run up mounted on the fuselage indicated that the characteristics of the engine were unchanged.

By this time, spring was fast becoming summer and the hopes of being ready for the July 4th American Air races at Chicago Municipal (now Midway) looked questionable. During mid-June the new wings and the fuselage were moved out to the Bloomington-Normal airport. New hand formed and welded cowling had been fabricated by Clarence Rousey and provided for a much better streamlining of the fuselage than in 1932.

The wings were installed on the fuselage and everything seemed to be going along O.K. Upon starting to work one morning, it was found that the upper plywood skin of the right wing was buckling badly due to the major change in temperature and humidity between the building in which the wings were built and the average ambient conditions at the airport. Since there was no time remaining for the proper re-skinning of the wing, the low spots which were near the mid-span point were filled with balsa wood fiber mixed with nitrate dope and sanded to conform to the proper wing contour. A new covering of balloon cloth was then applied over the entire wings' surface which was doped and finished in silver.

During the last week of June the assembly was completed and taxi tests were started. After several long runs to feet out the controls, Art stated that he was sure that the Flash would fly, but that there was no field length margin for an aborted takeoff. It was “do or die” in the fullest meaning of the phrase.

About five o’clock on June 30, Art decided to take the risk and to extend the high speed runs into a takeoff attempt. Word of the expected trial brought several hundred spectators to the airport, as well as all of the faithful volunteer workers. (It should have been noted earlier that after the disastrous 1932 season, Clarence Fundy withdrew from the project and from there on the Flash was entirely a Tilbury financed effort.)

The proposed takeoff was from the extreme southwest corner of the airport toward the northeast. Art then climbed into the cockpit (which was then open without a canopy installed) and the engine was started and warmed up to his satisfaction. With the wings being held by a man on each tip, Art opened the throttle to full power and nodded his readiness to go. The wings were released and the Flash started to accelerate. As mid-field was passed and the “no stop” flag neared, Art for the first time left the throttle full open and continued to accelerate. At about three-quarters of the available runway length, Art lifted the nose slightly and the Flash was airborne for the first time. The engine was buzzing like a song and the flight continued straight
ahead gaining altitude all of the time. About a mile from the field, Art started a gentle turn back across the airport. His use of the controls could be noted clearly as he checked roll rate, yaw and elevator reactions. After about 10 minutes of flight in the vicinity of the airport, Art went out to the southwest to start his initial approach. By this time, Owen was near hysteria and was obviously ecstatic with joy. Art’s approach was normal and touchdown was about 300 yards inside the field. After taxiing in and shut down was completed, Art climbed out of the cockpit beaming with pleasure. Other than a few minor items, he declared that the Flash had performed perfectly. One less than desirable characteristic was the tendency for the wing tips to stall out at low speeds when the tail was dropped for a three point landing.

The next day was July 1, and the Flash was still unfinished in many ways. It was also at Bloomington instead of Chicago and the first day of the races was near at hand. On that day, a high speed flight check was made. Since there was no airspeed indicator yet incorporated, Walter Williams (who was Owen’s employer and a very good friend of Arts) used his Travel Air 6000 as a pace ship. At about 500 feet Art indicated by sign language that he had the Flash flat out and at maximum speed. About 120 MPH was indicated on the Travel Air airspeed indicator, which was considered satisfactory.

The writer and Owen were with Walt in the Travel Air and we returned to the field to be ready for Art’s approach and landing. Again, everything was good except that it was necessary to keep the Flash on the wheels as long as possible before dropping the tail to avoid wing tip stall and roll oscillations. (This characteristic may have contributed to Russ Hosler’s problem at Cleveland in September 1932 when he washed out the original set of wings.)

The wing roots, which had up until now been unfaired, were fitted with a rather crude fairing of doped fabric.

Fuel capacity of the Flash (about three gallons) prevented a nonstop flight to Chicago Municipal and a decision was made to fly the Flash, accomplished by Walt Williams in the Travel Air, to a suitable farm field near Joliet which Art would pick out as he flew. A landing would then be made and the Flash’s fuel tank would be refilled with gasoline drained from the Travel Air’s tank.

On July 3, Art and the Flash made its third flight — this time across country. Owen and the writer went along with Walt in the Travel Air and a cruise speed of 110 MPH was maintained. A little east of Joliet/Lockport, Art made a circle of a large pasture which appeared to have no obstructions and a very smooth surface. A few horses and cattle were in one corner of the field, but evidently Art figured that they would not create any hazard. A very normal landing was made and Walt followed Art into the field with the Travel Air. The fuel tank of the Flash was filled to capacity (three gallons) and Art made a very smooth takeoff and headed north toward Chicago Municipal. Walt followed Art into the air and the flight into Chicago was uneventful. The Flash was stored at the Air Associates hangar and attracted large crowds. Many of the people, unaware of the cross-county flight, predicted that it was “too small and would never get off the ground.”

Art made arrangements to enter the 115 cubic inch races the next day and Owen and the writer changed oil and spark plugs in preparation for the race.

The race itself on the 4th of July is a matter of record and needs no recounting at this time. Again, however, the Flash and its engine performed faultlessly, finishing in second place behind Art Davis in the Hanson Baby Bullet at a speed of 94.6 MPH.
Following the race, several potential sponsors appeared at the hangar. The Gardner brothers of Gardner propellers suggested that they build a new professionally designed and fabricated propeller for the next race. How they did this overnight was never explained, but sure enough they came the next day with two new propellers. These were installed and tried out by engine run only. The one which seemed best was left on and used in the race that afternoon.

During the night Art and the writer had made a simple cockpit enclosure from a sheet of plastic provided by Air Associates. Sheet aluminum was formed on a brake and bent to match the windshield contour in front and the resultant canopy was fitted with a piano hinge along the right side of the cockpit at longeron height. This provided two air exits beside the pilot's headrest fairing and a small pressure scoop was installed on the right side of the fuselage. Two sections of piano hinge were riveted to the canopy frame which matched two sections attached to the left cockpit sidewall. The method of locking the canopy down was two $\frac{3}{32} \times 2$ inch cotter pins on a piece of brass safety wire. These were installed by the pilot after the canopy was closed.

Again, the record of the next race is well known and the Flash beat all others with a speed of 114.92 MPH, well exceeding that achieved in the first race. The new propeller and the cockpit enclosure certainly paid off in an increased speed.

Air race enthusiasts will recall that the 1933 National Air Races were held at Los Angeles over the July 4th holiday week. Many of the well-known names in air racing simply could not get together the finances to take the equipment to Los Angeles during that depression year and so the American Air Race Association was formed to hold the races in Chicago for those who could not go to the West Coast. Among the names that I recall as being at Chicago were: John Livingston, Art Davis, Clarence McArthur, Clyde and Eldon Cessna.

After the Flash was brought back to Bloomington by truck following the Chicago races there was a period of unsureness as to the next move. The Henderson Brothers and the National Air Association were sponsoring an “International Air Race” concurrent with the Gordon Bennett Balloon Race at Curtiss-Reynolds airport north of Chicago over Labor Day weekend. As a punitive measure they “outlawed” all aircraft owners and pilots who had participated in the competitive American Air Races at Chicago Municipal over the July 4th holiday. They wisely did not “outlaw” the airplanes, many of which were superior to those which had been at Los Angeles in July and accordingly all that the owners had to do was to make a paper “sale” of the airplane to another owner and record the same with the Department of Commerce and to secure another race pilot. He could then enter the International Air Races.

The Flash was sold to Mrs. Virginia Tilbury (wife of Owen). Lyman Voelpel, who was chief pilot for the Warner Engine Company, was engaged to fly the Flash at Curtiss-Reynolds. Other owners did the same and most of the American Air Race airplanes were at Curtiss-Reynolds in September. Not surprisingly, all of the original “outlawed” owners and pilots were also there.

The Flash performed well for Lyman Voelpel, but unfortunately for the Flash, Steve Wittman had entered the original Nicholas Beazely racer which was powered with an English Pobjoy geared radial engine. Since the class displacement had been increased to 200 cubic inches, which accommodated the Pobjoy engine, Steve had an easy time of winning first honors. The Flash, however, still beat all other comers with 115 cubic inch engines.

There were no further races in 1933 and other than picking up a little small change for “appearance money” at local Illinois air shows, the Flash was not flown again until the 1934 season.
Money was very tight in 1934 and the future of the Flash was questionable. Since the original engine had quite a few hours since being fitted with the new pistons, it was torn down again for inspection and repaired as necessary by the writer.

Again the crankshaft and bearings were found to be in good condition. The new pistons looked good, but the original valves were in bad shape. The valves were equipped with the then standard “horseshoe” keepers and as normal, there was considerable wear to the keepers and the valve stem grooves. The exhaust valves themselves were showing some pitting and wear so that it was necessary to replace them.

New exhaust valves were fabricated from McCormick-Deering Farmall valves, which were made by Thompson. Stronger valve springs from the 1933 Buick Eight engine were used and the valve stems were machined so as to use the then new Thompson cone type keepers and washers from 1933 Plymouth cars. This machine work was done by Art Carnahan’s father, A. G. Carnahan, who was the finest machinist the writer has ever encountered before or since.

The engine was reassembled and run in back of Owen’s garage in Bloomington. It was installed on the fuselage of the Flash which was stored in the garage. (Owen’s car sat out in the weather.)

Due to many circumstances having nothing to do with the Flash, the writer had no further actual contact with the Flash or its operation other than to follow its records in the aviation press. It is recalled that Clarence McArthur successfully raced the Flash during several years following 1934-35.

The writer of this narrative became a certified A & E mechanic in 1928 while employed by the Carnahan Brothers (A & E 8449). He soloed in an OX-S Super-Swallow that same year at the Bloomington Airport and continued to work for Art Carnahan as need and conditions permitted until the winter of 1934-35.

During the 1935 to 1942 years he was employed by American Airlines at Chicago as a line maintenance mechanic. This continued until World War II. At this time he was employed by Douglas Aircraft at their Park Ridge, Illinois manufacturing facility (now O’Hare airport). He was supervisor of Field and Flight Operations for the entire time that Douglas produced the C54 (DC-4) at Chicago. During this period he also occasionally served as copilot on production test of the C54. Following the war, the writer went to Northwest Airlines at Minneapolis as a Field Service representative for Douglas and transferred to the Northwest payroll as a specialist for training maintenance and flight personnel on the C54 which was then to enter airline service in the spring of 1946 as the DC-4. Later he became assistant manager of flight operations — technical, and was responsible for flight crew procedures and standardization of flight operations.

In 1954 the writer returned to Douglas aircraft on the West Coast and was a Service Engineer Representative until his retirement in April 1973. During those years he was a certificated A & P mechanic, pilot, flight engineer and ground school instructor. He is a member of the Quiet Birdmen (QB), Retired Northwest Pilots Association, the EAA and the OX-5 Club. His last assignment at McDonnell Douglas was the Coordinator, FEFI/TAFI Program for the DC-10 airplane.
TILBURY FLASH

Designer Owen Tilbury in front at the Cleveland Air Races, 1934

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The Tilbury Flash

The Flash is a rare survivor of an exciting period of American aviation history. Times were tough across America and racing promoters realized that crowds could be attracted to witness the speed and aviation prowess of America's young aviation enthusiasts. The races were set on "closed courses" which were oblong. These low altitude aerial courses were defined by checkered pylons. The advanced aviation ideas developed by these enthusiasts quickly attracted the attention of foreign governments. With war on the horizon, designs for fast and maneuverable aircraft could be quickly developed from racing to fighter planes. For this reason, European governments gave large cash prizes to promote the sport.

The Flash's very first competition took place at the Chicago American Air Races of July 6 1933. In its first heat, consisting of 5 laps around a 5-mile course, the Flash, piloted by Art Carnahan, finished second. In the second heat, Carnahan decided to use a new strategy that would keep him out of the prop wash of the larger competing planes. Carnahan flew under all the other racers instead of flying alongside or behind them. The strategy worked and the Flash won the Polish Trophy! During the race, the Flash had flown as fast as 120 mph - a new speed record for its race class.

In September of 1933, Lyman Voepel piloted the Flash for the International Air Races. In both races, the Flash came in second. At the Cleveland International Races of 1934, piloted by Clarence McArthur, the Flash came in 4th at a respectable 102 mph. In January of 1935, the Flash was sponsored by the Paul F. Beich Company of Bloomington. Renamed the "Beich's Whiz" for a popular candy bar produced by the sponsor, it won first place in the All American Race in Miami, Florida. After its third place finish in the 1935 Cleveland races, the Flash's history became foggy. The plane disappeared until it was rediscovered in 1975 and donated to the McLean County Historical Society by Glen Courtwright and Marc Foose of B&F Aircraft Supply. That same year the Experimental Aircraft Association (EAA) Chapter 129 restored the Flash. In 1994 it was repainted to its 1934 colors.
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