Kansan Believed Winner Of $5,000 Race As He Crosses Line at Mines Field.

DAKE FEW SECONDS BEHIND

Leader's Time Put at 26½

Huge Fighting Craft Charge Over Field to Thrill Crowd—Seven Line Up Here for Non-Stop Hop.

You're a Staff Correspondent of The New York Times.

MINES FIELD, Los Angeles, Sept. 10.—A close-laid Cessna monoplane appeared on the plains toward the west end of the field about 3:00 p.m. this afternoon and three minutes later crossed the finish line. It was piloted by Carl Rowland, who had flown a warplane across the country, waved to the cheering crowd, climbed into a banked curve, then soared upward to a great altitude.

At the time of his landing, Rowland had covered a distance of 26½ hours and 29 minutes in his 110-horsepower Warner motor driven by a flat-6 cylinder engine, and had beat the time for non-stop flight from coast to coast by 2½ minutes.

Rowland was the first in the first division of Transcontinental Derby.

As the plane gained altitude to a height of about 500 feet, the engine was heard to crackle and sputter and the oil pressure to drop off. Without hesitation Rowland pulled back on the stick and climbed to a higher altitude, where the plane was able to gain second wind and the engine once more began to work properly.

“Remember, all the times are not yet checked; we don’t know yet what we have and we won’t know for a day or two,” said Dudley Stevens, chair man of the event.

Howland Expected to Win $5,000.

In all likelihood, however, Howland will win $5,000, for he had the 30th highest altitude and the lowest oil pressure, and the official times were not yet ready. Howland’s plane is a Curtiss-Wright, which has made a previous non-stop flight from coast to coast.

Class A, the first class, is $2,000 for second place, $1,000 and third place share the last place of the first place, fifth place, given by the various control cities at the finish.

Among the runners-up will be Borden Howland and Dake, who came within a whisker of winning the whole pot.

Howland was the only man at the airport who did not appear to have had a bad time of it. However, he was back at the airport within two hours after landing and was seen to be in fine condition.

As with the winner, the order in which the fliers finished is to be determined by the race officials. The fliers will be awarded to the race officials and the race officials will award the fliers to the pilots.

Curtiss-Powered Traveler.

Curtiss-Powered Traveler.
ROWLAND FIRST OF 22 TO FINISH AIR DERBY

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part that they had enjoyed good weather for their long flight. There were some low clouds over the Alle- 

...that they had crossed hundreds of miles under a sun that sent the thermometer to 110 or more de- 

...pared to be worth mentioning.

found his troubles on ground.

"The flying was nothing," Rankin said. "It was when we stopped that my troubles began. It was sort of a pricefight. Between rounds you spent all your time rubbing down your plane, greasing and oiling, tightening and patching for an- 

...as one after another of the twen-

...of small planes and low-

...rankin wore a pair of overall s which probably had been white at one time. He owned an open cockpit plane, and oil, smoke and exhaust fumes had been blowing back on him for 3,200 miles. Rowland, wear-

...over the top of the houses next door. He didn't even have his hair mussed up.

...off his burgundy jacket with a brown leather helmet, beneath which appeared a mustache that had not been trimmed for some time.

...of order. 

...those already mentioned the flyers finished in the following order: 

...Louis Derryberry, Abilene, Tex.

...Travel Air, Fort Worth, Tex.

...Arthur J. Killips, Chicago, Waco.

...Harry E. Soder-Reiner.

...George W. Briff, Travel Air.

...H. Stanley and Ralph

...Emira, N. Y. Waco.

...Warren B. Smith, Forts. N. J., S.

...John E. Carberry, Des Haviland, Minn.

...Stuart Chadwick and William B.

...Harding, Red Bank, N. J., Waco.

...Travel Air, Fort Worth, Tex.

...H. Turner, Alexandria, Va., Berlin.

...Don S. Phillips, Seattle, Chal- 

...Among the thousands who came to Mountain Field to await the transconti-

...Little Rock, Ark., as a free lance commercial 

...Rowland is 30 years old and un-

...Rowland and sister, Mrs. C. J. 

...Graves, live in Wichita.

Byen Brougham, flew up from Santa 

...truck which his mechanics met by 

...Cliff Henderson, Chairman of the Air Armada Board of Directors, the 

...were in the same party. He had 

...when he landed, and these did not learn of his arrival until after he 

...to the judges' stand. He took his place in time to witness the ve- 

...the scatter of the aircraft carriers and 

...three squadrons of observers, five flying two-plane 

...Shadows of the ships, the B-4 and the B-6, were 

...the trailing edge of the wings and capable of 370 miles an hour. Two squadrons of fifteen planes each of light 

...the list for the navy. 

...this armada, flew in ranks and Vs, able to carry a bomb load large enough to sink a battleship. They flew inland over Los Angeles and Pasadena and in a wide curve back to the coast and in long Vs. The fighters and scouts climbed to 15,000 feet and as they 

...the ground, and another group of thirty planes swooped down and crossed their path at right angles. Coming from all points of the compass the Army planes charged, demonstrating to the lay 

...by a flying ace from the enemy doughty under such a 

...Following the Navy performance, the Army had its turn in which the crack First Pursuit Group, fitted 

...Field, Mich., the Ninety-first Observation Squadron, Crissy Field, San Francisco, and a group of At- 

...Falcons from Fort Crockett took part.

...Tomorrow there will be the usual spectacular flying demonstration by service planes and one race, a fifty-mile event limited to United States Marine Corps Falcons. Wednesday's official Class B transcontinental races are expec-

...Rowland Long a "Flying Fan." 

WINCHITA, Kan., Sept. 10 (AP).—Earl Rowland, unoiffed by the winner of the Class A transcon- 

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