

# NC-4 Halted After Flight Of 250 Miles

Continued from page 1

were standing by, ready to render any assistance needed by Commander Read.

## Delay Disappoints Plymouth Crowds

## Failure of NC-4 to Arrive Gives Vain Vigil to Throngs on the Bluffs

New York Tribune Special Cable Service (Copyright, 1919, New York Tribune Inc.) PLYMOUTH, May 30.—With the Stars and Stripes and the Union Jack flying side by side everywhere and elaborate receptions for the American airmen in preparation, Plymouth was sorely disappointed today when word was received that the NC-4 had been forced to abandon temporarily her flight from Lisbon and had descended at Ferrol, Spain.

When the news came early today that Lieutenant Commander Read and his companions in the NC-4 had "hopped off" on the last leg of the history-making transoceanic flight the local airframe began to buzz with excitement. An escort of British sea-



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planes, accompanied by scores of other aircraft of all descriptions, took the air and proceeded a short distance out to sea to meet the Americans.

The day was officially declared a holiday and residents began seeking vantage points from which to view the arrival of the big seaplane. While the aircraft hovered above the original Plymouth Rock at the entrance to the harbor, in the harbor itself the Aroostook, parent ship for the across-the-ocean flight, was the centre of a press of ships with colors flying and all decked out in holiday finery.

The news that the NC-4 would not arrive today, while it came as a disappointment, failed to quell the exuberant spirits of the people and the city fairly outdid itself in extending hospitality to visiting American airmen gathered here to greet their countrymen when they arrive.

The cruiser Rochester, which arrived here at 12:35 today, brought the news that the NC-4 had been compelled to land off the mouth of the Porto Diego River in Spain, and would be unable to continue the flight.

NC Crews Enthusiastic On board the Rochester were the crews of the NC-3 and NC-1, who were all in the best of health and spirits. They declared they were only waiting the chance to try again.

They were all delighted at the prospect of going to the Paris Conference at the request of President Wilson to confer with the Allied chiefs on the problems of aerial traffic and rules.

All spoke with enthusiasm of their reception at Lisbon, where all were decorated with the Order of the Tower and Sword by the Portuguese government, and treated most royally.

Lieutenant David H. McCulloch, of Newport, Penn., when interviewed by the tribute representative, said: "The seaplane only needs a lifting capacity of about 1,800 more pounds to enable one of the NC boats to make the trip from Newfoundland to Ireland. I am confident that we could make it and am most anxious to try. I consider the difficulties of flying straight across in an airplane with only a single motor as tremendous. We need four men, at least. With a little greater wing spread we can do it."

The very first thing the crews of the NC-3 and NC-1 wanted to know on arrival at Plymouth today was, "How about Hawker? Tell us the story," they said. "We have only heard that he was saved."

Lieutenant McCulloch, of the NC-3, was a personal friend of Hawker's before the war, and he praised the Australian for his attempt, as did the other members of the NC crews, in most generous fashion. All of them expressed relief at his rescue.

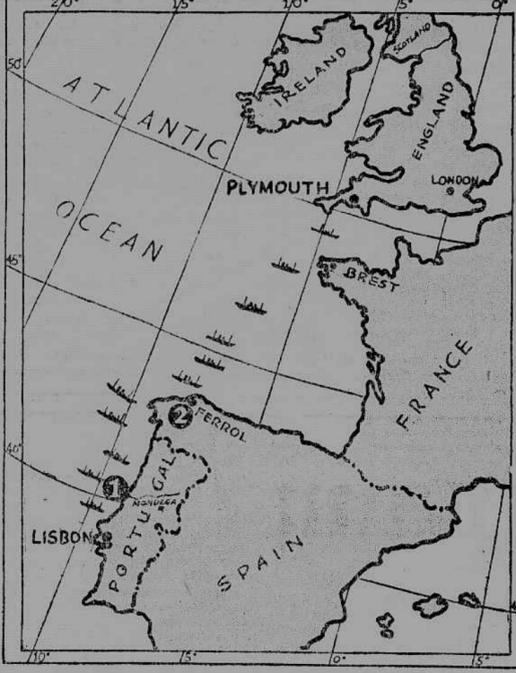
PLYMOUTH, May 30 (By the Associated Press).—Major Waldorf Astor, son of Viscount Astor, and Mrs. Astor have arrived here to take part in the reception for the crew of the NC-4. Major Astor sits in Parliament for the Sutton Division of Plymouth.

When Lieutenant Commander Read and the members of the crew of the NC-4 reach here they will be guests of honor at a reception on board the cruiser Rochester. Invitations have been sent to British naval, army and air force authorities and to the Mayor of Plymouth to be present with Rear Admiral Plunkett to receive the airmen.

## Mishaps of NC-4 Told by Navy Log

WASHINGTON, May 30.—The log of Lieutenant Commander Read's flight, based on dispatches received today at the Navy Department, follows: 12:53 a. m.—From Admiral Knapp

## The Night Toward Plymouth



The seaplane NC-4, which started yesterday from Lisbon to fly the 775-mile course to Plymouth, was forced to alight on the Mondego River (1) and again at Ferrol, Spain (2), where it stopped last night.

at London: "NC-4 expects to leave Lisbon for Plymouth 0600 (2 a. m. New York time)." 4:33 a. m.—From London: "NC-4 left Lisbon for Plymouth 0524 (1:24 a. m. New York time). (Signed) Cummings."

5:30 a. m.—From London: "NC-4 leaves Lisbon for Plymouth May 30 at 0500 (1 a. m. New York time)." 7:05 a. m.—From London: "NC-4 left Lisbon for Plymouth at 0623 (2:20 a. m. New York time). (Time probably 0524—1:24 a. m. New York time.)"

7:07 a. m.—From London: Rushing following from U. S. S. Aroostook: "NC-4 passed Station A, but Rathburn has not sighted yet; sea smooth at 0813 (4:13 a. m. New York time)." Filed at 0910 (5:10 a. m. New York time.)"

10:42 a. m.—From London: Following intercepted U. S. S. Harding to U. S. S. Woolsey: "NC-4 at Mondego River. Must wait high tide. Seaplane O. K. Cannot make Plymouth to-night. Request destroyers keep station. What is best port to north to land seaplane within 300 miles? Request report to Com'ran (commander U. S. naval forces in France) and Plymouth. (Signed) Read."

10:43 a. m.—From London: Following intercepted from Rathburn to Woolsey: "Have not sighted NC-4. Am searching to southward of position B 0840 (4:30 New York time)."

10:50 a. m.—From London: Following received from U. S. S. George Washington: "Following message intercepted from Woolsey to Tarbell and Yarnall (destroyers) 'maintain situation, NC-4 on her way 09430 (5:40 New York time).'"

3:05 p. m.—From London: "NC-4 landed Mondego River, all well. Will proceed at high tide to arrive probably at Vigo or Ferrol to-night and

proceed on to Plymouth to-morrow, weather permitting. 12330 (8:30 a. m. New York time)." 3:13 p. m.—From London. Following intercepted by George Washington: "Intercepted from Rochester to Stockton. Rush. NC-4 at Mondego River, but will continue flight to-morrow. Remain on Station 19, 12330 (8:20 New York time)."

3:41 p. m.—From destroyer Dorsey at Lisbon: "From Shawmut, NC-4 made forced landing at Mondego River. Undamaged. Cannot make Plymouth to-day. May make Vigo Bay 12530 (8:50 a. m. New York time).—Cummings."

3:46 p. m.—From Admiral Plunkett, commander of destroyer force: "NC-4 landed Mondego River; all well. Will proceed at high tide, to arrive probably at Vigo or Ferrol to-night and proceed on to Plymouth to-morrow, weather permitting. 1230 (8:30 a. m. New York time)."

5:58 p. m.—From Dorsey at Lisbon: "NC-4 left Figueira for Ferrol 12819 p. m. New York time." (Probably 12'8, which is 9:28 a. m. New York time.)"

7:46 p. m.—From Admiral Knapp at London: "Following radio relayed to Gridley: 'From commander destroyer force Stockton to Shawmut, via destroyers Gridley or Mathean. NC-4 landed at Mondego River and will probably proceed to-day to Vigo or Ferrol. Proceed to port NC-4 arrives at and assist.' 1230 (8:30 a. m. New York time)."

8 p. m.—From Admiral Knapp at London: "Following radio relayed from commander of destroyer force: 'NC-4 landed for to-day, but will continue flight to-morrow. Arkansas remain on station.' 1220 (8:20 a. m. New York time)."

## Many Uses Found For Big Dirigibles

## Gassing Grasshoppers and Forecasting Floods Are on the Army's List

WASHINGTON, May 30.—The army air service has issued a statement outlining the various public uses that can be served by dirigibles, which is, in effect, a plea for the utilization of the army dirigibles during their brief leases of life, which, so far as the gas bag is concerned, is not more than two or three years. In this way, it is argued, the dirigible section of the air service can be kept in a healthy state of development and training, while at the same time promoting the public good. Such uses, too, would justify the establishment of balloon bases throughout the United States and in its dependencies. The following possible public uses of the dirigibles are mentioned:

In coast, geodetic and geologic surveys in providing transportation over marshes, to mountain tops, small islands and other places difficult of access by ordinary means.

Can Carry Yukon Mail Mail service in forest and mountain wildernesses, such, for example, as the Yukon Valley, in Alaska.

Assisting the Bureau of Mines prospectors in examining the faces of precipitous cliffs or steep mountain sides and in conveying research parties and supplies for them in desert or other regions difficult to penetrate.

In river and harbor engineering dirigibles can be used to study snow areas, watch the flow of tributary rivers and otherwise procure data for the study and forecasting of floods.

The Forestry Service can utilize dirigibles in cruising timber, in forest fire patrols, providing light supplies and mails, in conveying passengers to distant camps and mills and in various arboreal studies.

In studies of animal and insect life, by providing transportation to difficult regions and in patrolling game reserves. Dirigibles may even be used in pursuing migrating clouds of locusts and in destroying them by means of gases and explosives.

In fisheries to detect the movements of schools of fish.

Agents of the revenue service and

the Department of Justice can use them in detecting bands of smugglers and cattle raiders.

The Department of State will find dirigibles very useful in conveying diplomatic missions in peace and war, as great secrecy of movement and economy of time are possible with them.

The consular service can use dirigibles in remote regions.

The Department of Agriculture can use dirigibles in surveying and estimating crops.

In those sections of the country where the wildness and roughness of the terrain make airplanes difficult to use, airship service will be generally very useful.

## U. S. Air Fleet Makes Great 3,300-Mile Cruise

Lieutenant R. O. Searle's squadron of six DeHaviland 4 airplanes has just

completed one of the most remarkable flights in the history of aviation, during which 3,300 miles were covered in 1,940 minutes at an average speed of 101 miles per hour.

The flight was made from the Gulf of Mexico to the Pacific Coast and back. It covered territory never before flown over by man. In telling the story of the flight, the Director of the Air Service of the United States Army says:

"Ellington's 'Gulf to Pacific' squadron has returned home after a remarkable cross-country flight of 3,300 miles. This squadron, under command of First Lieutenant R. O. Searle, has chartered unknown territory, has skinned the waters of the Gulf of Mexico, has darted over the backbone of the continent at a height of 18,000 feet, has tasted salt water at San Diego, Cal., and has even flown 600 feet underground."

The squadron started from Ellington

Field, Houston, Tex., flew over that state, through New Mexico and Arizona to California and back. The return route lay over different cities than the outward trip.

Remarkable bursts of speed were made at times. The trip from San Diego to Los Angeles, a distance of 134 miles, was accomplished in 56 minutes, an average speed of about 140 miles an hour. Altitude of 16,000 feet was attained in crossing the San Bernardino Mountains just north of Riverside, Cal.

Lieutenants Searle and E. D. Jones made the first trip ever attempted across the Grand Canyon in an airplane. They crossed the chasm at the junction of Diamond Creek and the Colorado River canyon, which is about 2,000 feet across, with a sheer drop of 7,000 feet. They flew at an altitude of 13,000 feet and were bothered by terrific bumps and cross currents of air. The airplane was knocked around and

buffeted about so that it was difficult to control it.

Lieutenant Charles Rugh, carrying a motion picture operator in his machine, actually flew down into the canyon and got down to 600 feet below its edge.

## Japan Congratulates U. S. Navy on Overseas Flight

WASHINGTON, May 30.—Congratulations of the Japanese navy on the achievements of the United States navy in successfully accomplishing a transatlantic flight were expressed to Secretary Daniels to-day by the naval attaché of the Japanese embassy in the following message:

"I am instructed by the Minister of the Japanese navy to convey his sincere congratulations to you for the success of your navy in having accomplished the epochal flight across the Atlantic."

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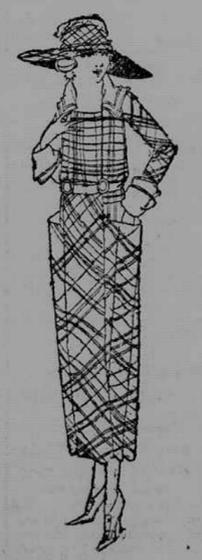
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