

# The Cost of Crazy Flying

Do Stunts—For Distance or to Reconquer Oceans Already Crossed Really Pay?

## AVIATION ASININITY

Advertisers Get the Glory, But Aviators Pay the Price

The mental anguish caused by the delay and silence concerning the St. Raphael with the intrepid 62-year-old Princess Lowenstein aboard and her two pilots brings up the question: Do these stunts pay? Our own Canadian planes no doubt will soon take off after their delay with more anxiety and nothing but some cheap publicity gained. It is interesting to review the public opinion expressed in various quarters on this timely topic.

### Our Own View.

It is always easy to get venture some people to take a chance on their life to gain money or notoriety. The ordinary attempted suicide is always attended with incarceration. So why should not Canada immediately pass legislation making it compulsory to apply for permission to "take off" on a venturesome air flight, and where advertising or notoriety is the only thing to be gained prohibit the flight? The venturesome and pioneer is a valuable adjunct to a nation's welfare, so direct these characteristics into channels which will be profitable rather than sacrifice good lives for foolish publicity.

### Is It Worth It?

It is interesting to read editorials on recent aviation stunts.

Under the heading "Dole Derby Hindsight," the Norfolk (U.S.) Virginian-Pilot sums up the case in its issue of August 23 as follows:

"The first transoceanic air race in history, on the basis of present information, figures up as follows:

"Four racers alive and victorious. Three racers killed in the preliminaries.

"Five racers missing for nearly a week and presumably dead.

"Two rescuers missing four days and probably dead.

"Value of prizes won, \$35,000.

"Cost of race in money value of machines lost, preparation for flights, etc., more than \$300,000.

"Useful contribution to aeronautics, zero.

"The last entry is susceptible of one tragic qualification. The Dole race has made this contribution to aeronautics—it has made it plain that transoceanic air races, unless guarded by the strictest preparation requirements, are criminally wasteful of human life.

"By this wisdom the country arrives as usual, by hindsight. There is no room anywhere for self-righteousness. No warning voice was raised while there was yet time. For days the entries had been flocking to the Oakland airport. The ruling out of some entries as clearly unprepared, the fatal crashing of other entries, the mad scramble of others to make a sufficiently impressive showing to pass the minimum tests and get on the starting line—all of these signs pointed to impending tragedy, but everybody was silent on these signs of danger. The talk was all of the race—the money prizes—the glory to be won—the thrill of it all.

"Now there are plenty of voices to point out that the Dole race was a great mistake—that the prize money and the glory dazzled many of the contestants into a disregard for their own safety, that the planes were 'pic-up' affairs designed for land cruising and not for cross-ocean racing, that they were hastily and imperfectly remodelled, that they were, for the most part, not subjected to full-load tests; in short, that the most exciting of flying enterprises was organized and managed in the spirit of the county

fair ballyhoo and in the presence of a national audience resembling, in its naive hunger for thrills and in its criminal indifference to consequences, the crowds that assemble to witness the performance of prehensile acrobats who climb the perpendicular walls of tall buildings."

While hindsight thus warns us with its tepid wisdom, and the country's conscience is heavy over the lives needlessly lost in the Pacific, The Virginian-Pilot goes on to remark:

"What do we see in the case of Lindbergh? We see a complete and amazing indifference to his safety and a cruel, insensate demand that he enlarge his barnstorming tour to include every city of 50,000 or more in the United States. He has been barnstorming under the Guggenheim Foundation for more than a month. If he is to finish his original assignment of seventy-six cities, he must keep on barnstorming two months more. Meantime cities are bringing every imaginable pressure to bear to induce him to include them. Norfolk is among this number. Is there no mercy left for this boy who captured the nation's heart, but who seems to have added its sense of proportion? Lindbergh is tired. The young face is developing deep lines of fatigue. His shoulders are beginning to show a characteristic sag. The daily speeches bore him, the formal dinners appal him. He has been on exhibition ever since the hour he landed at Le Bourget. He is entitled to a rest. His countrymen won't give it to him.

"When the Shenandoah crashed on September 3, 1925, carrying to death Commander Lanesdowne and thirteen of his crew, the ship was barnstorming the Mid-Western State fairs. How the country heaped its wrath on the Government for risking a great ship and a great flyer in a barnstorming expedition! Should Lindbergh crash in his boyish anxiety not to disappoint some provincial committee in high hats, how the country's wrath would again be heaped on those who encouraged this fine young aviator to risk his bones to provide seventy-six cities with a great holiday! Hindsight, but no foresight and no mercy!"

"Adventure has run too far ahead of science," says Walter J. Kendrick, a Canadian airplane designer, just back from a study of aviation in Europe. "The simple fact is that airplane design has not yet reached a point where gasoline will sustain a plane on a flight of 2,000 or 3,000 miles with any degree of safety." Carl Wolfley, Vice-President of the National Aeronautical Association, in a telegram to the Department of Commerce, expresses the opinion that racing across oceans for prize money at the present stage of aeronautical development can only jeopardize further progress—that real progress in long-distance flying can be promoted without courting tragedy over oceans.

"Such an orgy of reckless sacrifice must never be permitted again in this country," declares the Philadelphia Inquirer; "transatlantic flights should be restricted to planes which are specially equipped for landing on the sea surface." "Where failure is almost certain and where nothing is gained for civilization," the Mobile Register thinks, "contests of this sort are a mockery." After recounting the efforts made by the newly formed Division of Aeronautics in the Department of Commerce to obtain safer condi-

## Throng of 260,000 Shatters All Past Attendance Records



LABOR DAY SAW MORE THAN A QUARTER OF A MILLION ATTENDANCE

The record attendance at the Canadian National Exhibition was on Labor Day, over 260,000 people entered the gates. In excess of 20,000 cars were parked on the grounds and over 75,000 in and about the grounds. The picture shows the Midway going full blast.

## A GHASTLY TOLL OF LIFE FOR NO MATERIAL GAIN

Twenty-three Lives Lost in Useless Effort to Establish Records of Little Use When Established

### TIME TO CALL HALT

May 5, 1927, Captain Saint Roman and Commander Moneyres, French aviators, left Senegal, Africa, for Pernambuco, Brazil, in a Goliath biplane. They were reported to have been sighted 200 miles off Brazilian coast, but this was never confirmed, and they made the first toll of the year.

May 8, 1927, Captain Charles M. Nungesser and Captain Francois Coli left Le Bourget, France, for New York in the monomotor biplane, White Bird. It was reported that they were sighted over Newfoundland on May 9, but no trace of them has ever been found, though weeks were spent in futile search and tracing every rumor.

August 17, 1927, John W. Frost, pilot, and Gordon Scott, navigator, left Oakland, Calif., for Hawaii in the airplane, Gold Eagle. J. A. Pedlar, pilot; Lieut. V. D. Knope of United States navy, and Miss Mildred Doran, as passenger, left Oakland, Calif., for Hawaii in the Buhl airplane, Miss Doran.

The search for the above started immediately.

August 19, Captain William Edwin, pilot; A. H. Eichwald, navigator, and a radio operator, in the monoplane, The Dallas Spirit, left Oakland to search for the missing planes, Miss Doran and Golden Eagle. About 600 nautical miles out they put an SOS call on the air and have not been heard of since, though 450,000 square miles of the ocean was combed by the U.S. navy, and over \$475,000 was spent in this hopeless task.

tions for the Dole contestants before they started, the Philadelphia Public Ledger concludes:

"There was no legal way by which this race could be stopped; no official power by which the flight could be prohibited. Authority stood helpless on the Oakland flying field and watched the doomed planes fly into the face of disaster. The Department of Commerce can suggest, urge, plead, and propose, but it can not enforce safety upon the recklessly brave.

"It will be a bad thing to force regulation upon the courageous. It may be that had there been regulation Lindbergh would never have flown to glory. Some of the more splendid chapters of aviation might never have been written had Authority stood by when they were begun.

"Nevertheless, ten lives gone in a single effort is a tremendous price to pay for a flight that could add little or nothing to the advance of flying. This can not go on. The flyers must be protected from their own adventurous and danger-loving selves. If regulation is the only answer, then regulation must come."

Extreme measures, even in the way of control, are opposed by a few, including Assistant Secretary of Commerce William P. MacCracken, Jr., the Government's supervisor of civil aviation. In an interview with Thos. L. Stokes, of the United Press, Mr. MacCracken said:

"The Hawaiian flight is not nearly

so bad as the fatal accidents caused by inexperienced aviators flying in this country without licenses. This latter must be stopped. Personally, I think the race element is somewhat of a drawback when a certain time is set, and several planes gather for a contest on a difficult flight. The best way is to have some private individual back pioneering flights, so that every precaution may be taken. And plenty of time should be allowed.

"It probably is safer to have the Army and Navy do our air pioneering. On the other hand, under private supervision commercial aviators can give a good account of themselves, as Lindbergh and Chamberlin did. Even in Army and Navy pioneering, though, there is loss of life despite everything that can be done, and the fact must be recognized.

"I deeply regret the loss of life in the Dole flight. I would not stop flights that are reasonable and practicable, but I would see that they are carefully regulated."

There is a certain foolishness in the excited outcry of the moment against stunt flying, the New York Herald Tribune contends, just as there was a certain foolishness in the men who wanted to hop off for Hawaii without enough gasoline or even intelligent preparation. We read further:

"One automatically begins to exclaim that there ought to be a law, until one stops, with the reflection that it would be a poorer world if a

man were not allowed to hazard his life and every one were made a coward by legislative enactment. The motto 'Better be safe than sorry,' though a sound workaday rule, is not a noble principle for extraordinary occasions. Anxious public pray for the rescue of these aviators only because they took the risk of not being rescued. If they had not been permitted to take the risk, it would have mattered to few whether they lived or died. This is not cynicism. Were the emotions and the risks of adventure to be eliminated, men and women would approach the status of automata. The reckless way of man belongs with his finest side."

According to the State Department, Liberia has been engaged in establishing a short wave wireless station for some time. The receipt of this message was taken to indicate that its project was in successful operation.

The Department of Commerce announced that telephone service between the United States and Belgium would be opened within 30 days. Since the establishment of telephone service between Great Britain and the United States, the Belgian Government has followed the development of transatlantic telephone service with great interest. An agreement has been concluded with the British telephone communication between Belgium and the United States over the British-American lines.

No information is available yet as to the cost of such service, but the department anticipates that rates will probably be in the neighborhood of 500 Belgian francs per minute (about \$20) with a minimum of three minutes. Communications will be made from any point in Belgium from Brussels, from where the message is carried to London over the Brussels-Ghent-Lepanne-London route and from London to the United States by transatlantic wireless telephone.

## Amateur Gets Radio Message From Liberia

Notifies State Department and Sends Back Its Greeting to Africa

Washington—Direct radio communication has been established between the United States and the Republic of Liberia on the west coast of Africa, the State Department announced recently, making known that it has exchanged greetings with Foreign Minister Barclay. G. F. Gaede of Paterson, N.J., an amateur radio operator, picked up the Liberian message and after communicating it to the State Department, sent the American reply of greeting. He notified the Department that its communication had been acknowledged.

## To Ship Antelope To Texas Banker

Medicine Hat, Alta.—The first shipment of antelope from Canada to the United States will be made at an early date, Charles Elazer, rancher at Lake Newell, announced recently. He has contracted to deliver 22 head of antelope to a Texas banker.

## Defends "Pro." Sculling Title



MAJOR GOODSELL BEATS BERT BARRY BY 10 LENGTHS

The race for the professional single sculling championship of the world which was held at Vancouver recently over the Port Moody course in the Inlet was won easily by the defending champion, Major Goodsell, Australia, who defeated his opponent, Bert Barry of England, by 10 lengths in 24 minutes and 13 seconds for the three miles. Goodsell led all the way after the first quarter of a mile and was much superior to Barry in every way. Professional sculling is at a low ebb on this continent and there is little chance for Goodsell to get any more matches.



AN OLD CAR AND A YOUNG CRUSADER

Above is shown Gwendolyn Darling, aged 2, daughter of Gordon Darling, North Bay, one of the northern host to invade Toronto by motor. Her father is holding her. Below is shown the "South Porcupine Wildcat," ancient but not yet decrepit flivver which carried three members of the northern crusade from South Porcupine to Toronto.