

An Ill Fate Pursued Captain Hinchliffe

An Official Order to Quit Cranwell Field Hurried His Take-off—Long Series of Untoward Incidents Preceded His Atlantic Flight

When Captain Walter G. R. Hinchliffe and the Hon. Miss Mackay, daughter of Lord Incheape, disappeared last March after taking off from Cranwell Airfield in an attempt to make the first flight from England to the North American Continent, European and American airmen were completely mystified. "Why," they demanded, "did a pilot of Hinchliffe's reputation and experience—a man with 9,000 flying hours in the air, more, probably, than any other living pilot—why did he, a pilot noted for his prudence and thoroughness, throw discretion to the winds and in the dead of winter fly into the teeth of the treacherous fog and sleet storms of the North Atlantic?"

Various explanations were advanced. Some held that he had been informed of the preparations of Captain Koehl and Baron von Huenefeld, and in his eagerness to beat the Germans across had committed what they characterized as a foolhardy act. Others thought that Miss Mackay's impatience to be off before her father's return from India and her insistence upon an immediate start had caused Hinchliffe to take off against his better judgment. But to most people on both sides of the Atlantic the departure of a well-known war hero with the young and beautiful daughter of a peer on any such daring adventure left but one interpretation—a romance.

A Well-Guarded Secret

Moreover, in her desire to protect the family of Lord Incheape from objectionable publicity, Mrs. Hinchliffe refrained from discussing the flight with newspaper men, and this, together with the fact that Captain Hinchliffe had taken only a few close friends into his confidence as to the real facts in the case and served to strengthen the stories of a romance.

But Hinchliffe's friends knew that all of these popular theories were erroneous. They knew, too, that he had favored postponing the flight until late April or May, but that a series of unfortunate incidents had compelled him to take his choice of making it when he did or not at all. They knew that Hinchliffe was opposed to women making transatlantic flights, that he was a devoted family man, and that the only reason he agreed to take Miss Mackay was because she was the only person in England who would finance such a flight. And they said that the whole responsibility for Hinchliffe's untimely departure from Cranwell lay with the British Air Ministry; for it was the Air Ministry which ordered him to remove the plane from Cranwell, said to be the only field in the British Isles from which Hinchliffe could take off with an adequate supply of fuel.

Hinchliffe's entire career as an aviator seems to have been blighted by ill luck. At the outbreak of the war he was studying medicine in Liverpool University and, like many other young English boys, left college to enlist in the army. After several months of service with the infantry, he transferred to the newly organized Royal Flying Corps.

Hinchliffe's Ambition

The flights of Alcock and Brown and Harry Hawker awoke in Hinchliffe the ambition to do something really big in the field of aviation. When the Imperial Airways started their passenger service between Croydon and Continental airports, Hinchliffe entered their employ as pilot and came to be recognized as their best.

He was known to thousands of Americans who used the air lines between Paris and London, and with many of them he discussed possibilities for the development of commercial aviation in America. He felt that America, with its growing commerce and huge territory, was admirably suited to commercial aviation, and tried to interest a number of prominent business men in aviation projects.

On the day that Lindbergh arrived in Paris, Hinchliffe and his wife happened to be visiting there. They were driving back to their hotel through throngs of cheering French men and women when Hinchliffe turned to his wife and exclaimed: "How I envy that man; he has done something."

Soon afterward Levine and Chamberlin, who had flown from New York to Germany and were making a European tour, arrived in London. Chamberlin had already served notice on Levine that when they reached Paris he would sail for New York; and Levine, who wanted to fly back in the Columbia, was looking for another pilot.

While in Paris, Levine made several trips to London in the planes of the Imperial Airways, during one of which he flew with Hinchliffe as pilot. Levine was so impressed with Hinchliffe's handling of the plane that he asked Hinchliffe to fly the Columbia to America. Hinchliffe was willing, but Levine mentioned terms which he replied "I don't want any

contract. Your word is good enough for me."

The dismissal of Drouhin, Levine's first choice, had aroused the French, who particularly resented the selection of an English pilot, and even though Levine had paid Drouhin more francs than he was likely to receive as a pilot in the next ten years, this feeling took definite form. Pilots of the Air Union, the French line operating between Le Bourget and Croydon, let it be known that if Hinchliffe appeared again at Le Bourget he might expect rough treatment. Hinchliffe had no fears for himself. He was a perfect physical specimen and at one time had held the middleweight amateur boxing championship of England, but fear that the sabotage incident in Paris might be repeated at Croydon caused him to urge Levine to remove the plane to Cranwell.

Through friends in the British Air Ministry Hinchliffe obtained permission to use the field at Cranwell, and purely because of Hinchliffe's officers at the field welcomed Levine's staff and assigned them rooms in the officers' quarters at the field. But a series of unpleasant incidents followed, which caused Hinchliffe untold embarrassment, and after he and Levine started on their flight Indiaward the commanding officer at the field decided never again to give his consent to its being used for a civilian flight. The India flight turned out to be another fiasco. Barely had they started when an air lock developed in the feed line while they were flying over the North Sea, and next the engine started missing. Before the prospect of flying over the rugged Carpathians at night, Hinchliffe decided to come down to Vienna and did so, despite objections from Levine.

Motor Trouble in Sight

From Vienna Levine was for going to Venice for the Schneider Cup Race, and thence to Rome, to call upon Mussolini and the Pope. All the while he was using the same motor with which Chamberlin and Acosta had established their endurance record and Chamberlin and Levine had flown across the Atlantic. Hinchliffe felt that trouble was threatening, and when the writer met him in the Excelsior Hotel in Rome he confided: "We are leaving here on a barnstorming trip to Rumania, but we are likely to crash at any moment. I just sit at the stick listening to the moor and wondering how long it will be before it stops."

The very next day his fears were justified and the plane was slightly damaged in a forced landing in the outskirts of Rome.

Eventually Hinchliffe returned to London and found himself in a most unfortunate predicament. In order to make the proposed transatlantic flight with Levine he had obtained a six weeks' leave of absence from the Imperial Airways, but only after the greatest difficulty. The company at first refused the leave, and was prevailed upon to grant it only when Hinchliffe threatened to resign.

Now, back at work for them again, Hinchliffe found that he would have to pay dearly for his leave. He had already expended large sums from his personal funds for expenses incidental to the flight. But the greatest loss he suffered indirectly.

Imperial Airways pilots are paid by the hours spent in the air, and when Hinchliffe returned he was compelled to stand around and see the best and most remunerative runs handed over to younger and less experienced pilots. He was in need of money at the time, for he had just built a house in Purley and there was much to be done toward completing it. He saw but one course—to find someone who would back him financially for a transatlantic flight. Once such a flight was completed, he felt confident he could interest American capital in starting passenger airways in this country.

About this time a representative of Miss Mackay approached Hinchliffe with a plan for a transatlantic flight. Hinchliffe had already been offered \$25,000 by Mabel Boll for a flight with her as passenger, but he had turned it down, for he was opposed to women participating in such flights. But when he saw that backing was not forthcoming from any other source he finally consented to take Miss Mackay, provided she would "insure him for \$50,000 in the event of death or total incapacitation while actually upon the Atlantic flight or in any tests connected therewith." It was also arranged that Miss Mackay should pay Hinchliffe a regular salary while test flights were being made.

Plane from America

Without telling any but his closest friends, Hinchliffe sailed for America, where he bought a Stinson plane. Then he returned to England. The plane was shipped to him by The Aquitania and arrived in Southampton Feb. 3, Hinchliffe had it transported to the Vickers plant at Brooklands, where it was assembled and tried out.

After a number of preliminary flights, in which Miss Mackay had taken part and demonstrated that she was capable of acting as relief pilot, Hinchliffe wanted to take the plane to Cranwell and wrote the Air Ministry asking them for permission. But, though he was the only British airman contemplating a transatlantic flight, and though the plane bore British numerals and had the Union Jack

painted on the side, he was notified that he could not use Cranwell nor any other Royal Air Force field. Only after Miss Mackay went personally to see Sir Samuel Hoare, the Air Minister, was permission to use the field finally obtained, and then only for one week.

On March 9 Hinchliffe received the following telegram from the Air Ministry: "Regret must request you to remove your machine and mechanic from Cranwell by 6 p.m. Saturday, 10th instant, definitely. You have overstayed the period agreed upon by seven days."

It snowed hard all during the two succeeding days, and weather conditions made it impossible to move the plane. Hinchliffe was desperate. Meanwhile he obtained measurements from Baldonnel Field, near Dublin, whence the German fliers started later, but found the lifting power of his plane would not permit him to take off there with a sufficient supply of fuel for the transatlantic flight. He knew the Imperial Airways would never give him permission to use Croydon, and even if they had it was doubtful if he could have got off there. Nowhere in the British Isles was there another field that would answer.

A Daring Risk

On the evening of March 12 the Atlantic weather report was better; in fact, almost favorable. Miss Mackay had assured him that the insurance matter was attended to, and had even given him a receipt for a payment she had made the insurance company. Hinchliffe, his back to the wall, weighed the risks. He knew it was a long chance, but it was the only one he had. "I'll have a try at it in the morning," he said.

Two hours after Hinchliffe and Miss Mackay had taken off from Cranwell and while they were speeding toward Ireland a letter was delivered at the airfield for Miss Mackay. When opened later it was found to contain notice from the insurance company that an additional \$10,000 would have to be paid before it would accept the risk on Hinchliffe.

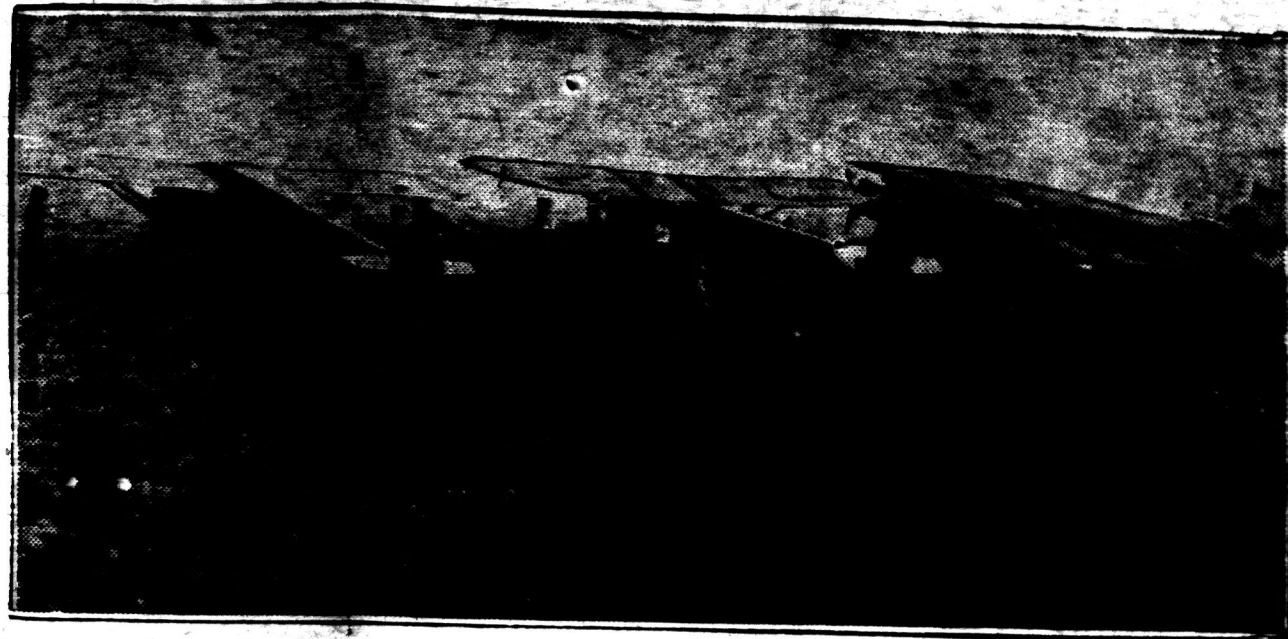
Cottages for Settlers

Toronto Telegram (Ind. Con.): The Canadian Pacific Railway has agreed to build one hundred cottages for British families whose members can secure work nearby until they have learned the rudiments of farming, when they will be settled on farms of their own. Now if arrangements can be made to cut enough red tape to let these families into the country, a start will have been made and well-great oaks from little acorns grow—sometimes.

The Neglected Fruit-Grower

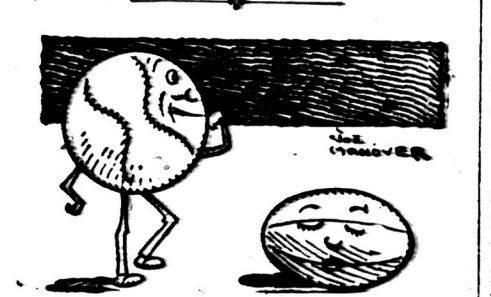
Victoria Colonist (Cons.): It is small wonder, because adequate protection is not afforded to Canadian producers, that this country's favorable trade balance continues to decline. Through Federal neglect the fruit and vegetable growers of this province are experiencing lean times.

Ready For the Great Adventure



BYRD'S PLANES: "THE FLOYD BENNETT," "THE STARS AND STRIPES" AND ONE NOT YET NAMED Ready for the Antarctic expedition where more aviation history will be made in the little known, hard, cruel Antarctic.

crowded
I felt it in my bones that this would not be a winter. Other people store their apples in the cellar till they rot. But you and I have never bargained for a barrelful of anything—Love
Was a bright sweet windfall that we found, Picked up and polished, never doubtful of
The moment we must toss it to the ground. Only the moment hurts more than it should.
We were forewarned, but that is not enough.
Our brave ironic laughter is no good. No earthly good. Old Time has called our bluff.
Spring leaves us cold, incredulous, and bored.
Poking in bins where there is nothing stored.
—Ruth Fitch Bennett in Harper's Magazine.



YES HE WILL
Baseball: I guess I'll let Mr. Pigskin sleep awhile yet, but he'll be waking up soon!

The Immigration Problem

Toronto Star (Ind.): Canada has no desire to multiply the unemployment problem, which, owing to our seasonal occupations, is in normal conditions heavy enough. There is room here for a great population, but it must come as our present population has come, by round processes, with an agricultural countryside preceding the industrial town. Before the factory we must have the customers to utilize its products.

Empire Trade

Toronto Mail and Empire (Cons.): Canadians recognize that their British kinfolk are their best customers. Canada has found in Great Britain a market for large quantities of its natural products. Canada, too, for many years has accorded a tariff preference to British goods imported into the Dominion. In spite of that preference, Canada has been purchasing far more of the manufactured goods of the United States than of Great Britain.

Lost, strayed or stolen.—Two pigs from my property at Shady-side. If you've killed the pigs, I would like to have one meal of fresh meat.

Corbett Ambitious

Gentleman Jim Corbett Believes He Will Live To Be One Hundred

"I believe I will live to be one hundred," writes Gentleman Jim Corbett, former heavyweight champion of the world, in the current issue of "Physical Culture Magazine."

He attributes his longevity to proper care of his health. Since retiring from the ring he has constantly exercised his muscles and watched his diet; in fact has taken the most meticulous care of his body.

"I am past sixty," says Gentleman Jim, "yet people tell me almost daily 'I don't look a day over forty-five.' I believe I will live to be one hundred. A very essential thing that I have done for a great many years is that I have a thorough examination by a physician once a year. When a man is thoroughly examined, he finds out the condition of his heart, blood pressure, kidneys, etc. If there is anything wrong, he can have it corrected before it is too late. There are many young fellows who go around with Bright's disease or diabetes. Disease often gets such a hold of them that when they find it is already too late.

"A boy who wants to build up a good strong constitution must go about it just as a contractor or a builder would in putting up a skyscraper. The foundation comes first—solid, laid on bed-rock. The foundation for his constitution will not cost him a nickel. It takes only will power, ambition and common sense. A poor boy can have without those three essentials no boy, rich or poor, can build up the foundation, try hard as he may.

"When a boy grows up to be a man he wants naturally to preserve his wonderful constitution. Yet eight times out of ten when he has come to man's estate, he does nothing to keep himself fit. He allows himself to be come to wrapped up in business or pleasure or both and ceases to be active. He allows himself to get in the habit of eating foods which are not good for him, gets lazy—so lazy that he will not exercise. Whom the gods would destroy, I believe, they first fatten."

Anti-Migration Propaganda

Ottawa Citizen (Lib.): (The Catholic Herald, published in England, has cabled to Lord Lovat asking for an investigation of reports reaching that paper that British harvesters have been used for strikebreaking, and that a Lancashire harvester has been found hanged.) There is no doubt about it, propaganda to discredit Canada and discourage the immigration of ritish settlers has been disseminated year after year, particularly since the end of the war. The cable to Lord Lovat is an opportunity for the Dept. of Immigration to trace one item of hostile propaganda down to its source. It should be investigated and exposed.

Why Read History?

"The man of affairs," says John Lee Madrox in an article, "Why Read History?" in the September Current History, "asserts that the study of history accomplishes no useful or practical purpose, such as the construction of bridges or the organization of business enterprises. But the acceptance of this view depends largely on the interpretation of the word 'practical.' The reading of history may be productive of more lasting value in inspiration to effort by noble example, broadening man's outlook on life, and elevating the intelligence than many an activity which 'faunts and goes down' an unregarded thing."

"An assiduous perusal of the pages of history will reveal a law of continuity, a law of permanence through change, a law of interdependence among the members of the human race and a law of moral progress. Through history the permanent elements of contemporary life may be separated from those which are accidental and transient. Through history we can judge the progress of the present over the past. We shall immediately see from such a comparison that the present is superior in material, mental and moral respects. Slavery and serfdom have disappeared; soldiers, sailors and school children are no longer flogged; men's physical and legal power over women is decreasing; the principles of justice and mercy are extending beyond the confines of the family and tribe to national and even international relations."

"Uninformed politicians are continually making mistakes because they do not know how their proposed policies have worked in the past. If, for instance, the farmers of the Constitution of the United States had known the lessons which history has to teach, they might have forewarned the Civil War, since history teaches that slavery as an economic expedient is a failure. Nations and rulers may well learn the same lesson. Neglect of this brought on the bloody French Revolution. If Czar Nicholas and his advisers had learned the lessons of history, the fortunes of Russia would have been quite different. The same applies to the former Kaiser. The same

"A knowledge of history will also provide the means of foreseeing and providing for the future. During the World War a soldier asked Durand: 'What will be done with the German Emperor after the war? Will he be hung?' The officer, drawing his reply 'from the knowledge of history, replied: 'No; he will be isolated, and thus kept from doing future harm, as was Napoleon Bonaparte.' Thus an accurate forecast was made of what actually happened.

"Many persons are actually convinced that it is useless to try to combat the forces that are making for the destruction of mankind. When a person is in such a frame of mind he will do well to read history. When, before the battle of Trafalgar, Nelson was encouraging his men, Wordsworth was expressing the gloomiest of sentiments about his country. At that time England was standing on the threshold of one of the most glorious periods in history.

"History is an antidote to credulity, an adjunct to travel, an inspiration for performing our appointed tasks, a charting of political shoals, and, above all, a background which enables us to secure a necessary perspective for the understanding of our time."

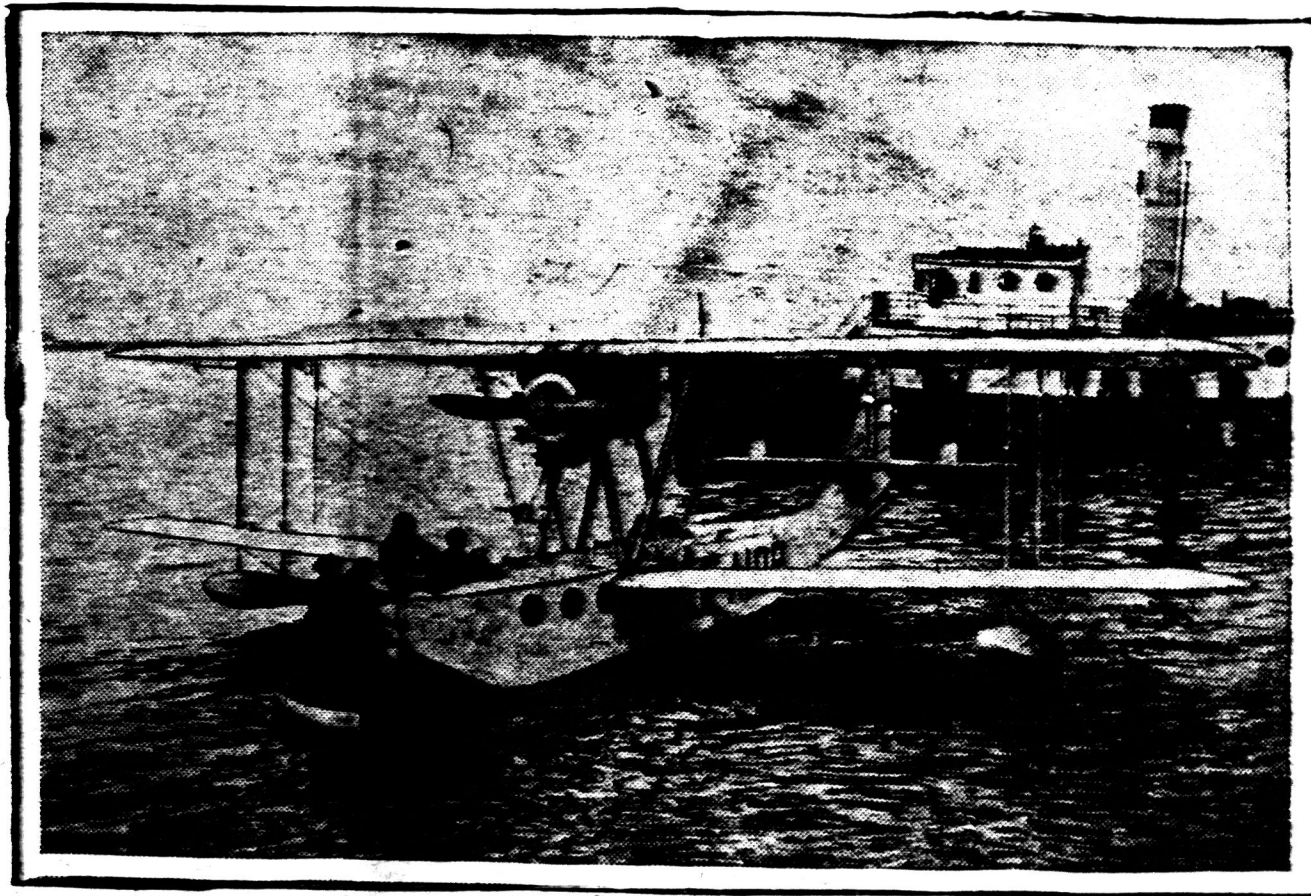
The British Miner

Ottawa Journal (Cons.): Physically and mentally, the British miner can more than hold his own with the representatives of any other industry. Handy, active and alert, trained by the very nature of his occupation to think for himself, he is as keenly interested in public affairs as he is in the policies and propaganda of his union, or in sport. As a worker, his heroism is a tradition that is by no means lost; as a citizen, he has the qualities which have built up powerful labor organizations, developed strong leaders, and contributed to British public life many men of high standing. . . . If the harvesters from the mining areas of Britain can only divest themselves of their class consciousness, forget their pithead politics, their whippets and their football, and adapt themselves to the new conditions and fresh opportunities of life in the West, there is no reason to doubt their ability to make good. In that prospect lies hope not only of benefit to themselves, but of a practical contribution to the solution of a great Imperial problem.

Canada's Attitude

Winnipeg Tribune (Ind. Con.): A majority of the people of the Dominion are still loyal to the Empire. That is a fact in which loyalists here and throughout the Empire can take comfort. But due weight, in any consideration of the subject, must be given to the fact that there is an unceasing effort to undermine that loyalty and that it has achieved some measure of success. That effort finds expression in various ways. The main lines are two: First, that Great Britain, as an Imperial nation with many commitments in all parts of the world, is a dangerous ally for Canada; and second, that Canada, having or soon to have the former cooperation of America, is really a sovereign nation and should take all possible measures to establish herself as such in the eyes of the world.

From Ship to Shore Service



TYPE OF SEA PLANE USED TO SPEED THE MAILS
Hurried by a catapult from the deck of incoming liners, approximately 500 miles out at sea, the above sea plane saves hours in the delivery of trans-Atlantic mails.