

EAST MEETS WEST IN AVIATOR'S RACE, MAYNARD LEADING

Clergyman Lands at Cheyenne After Greeting California Rival in Nebraska.

HAS COVERED 1,696 MILES

Lieut. Wales, Caught in Snow- storm, Crashes His Machine on a Mountainside.

2 PICKED UP IN LAKE ERIE

Forty-nine Competitors from Here and Fifteen from Pacific Coast Still in the Contest.

Still maintaining an average speed of two miles a minute, Lieutenant Belvin W. Maynard, the preacher-aviator, reached Cheyenne, Wyo., at 6:25 o'clock last night, outdistancing by 236 miles Captain Lowell Smith, a San Francisco entrant, his nearest competitor, who reached Omaha, Neb., on the way East late yesterday afternoon. The two leaders of the army's transcontinental race landed at the control station at North Platte, Neb., within five minutes, Maynard first, and they greeted each other cordially while mechanics were examining the De Havillands they piloted from the two sides of the continent.

Figures given out by the American Flying Club, which is managing the contest in conjunction with the Air Service, show that Maynard has flown 1,696 miles and Smith 1,460.

Still determined to make good his promise to reach the coast by sundown tonight, Lieut. Maynard refused to heed the advice of the officials at the North Platte control station that he was apt to encounter dangerous weather and took off for Cheyenne, the next control stop, 113 miles away. Not to be outdone by his rival, Captain Smith also started East for the two hundred and fifty mile "hop" to Omaha.

Leaders Breaking Records.

Remarkable time is being made by the two leaders, who are both shattering all previous records, according to race officials. Major General William T. Mitchell, acting Director of Military Aeronautics, was jubilant over the records of the two men and he expressed the opinion that they would reach their respective goals at about the same time.

The second day of the ocean to ocean and return race found the contestants scattered all over the country. Almost every kind of weather—snow, rain, heavy and light winds, besides ideal flying conditions—was encountered. Out in Utah the weather above was so icy cold that Lieutenant Robert Kauch, one of the Pacific entrants, was compelled to quit the race.

The one serious accident yesterday was caused by a blinding snowstorm in the Obert Pass of the Elks Mountain. Lieutenant E. V. Wales, flying East in a De Haviland, became lost in the storm and crashed his machine against the mountainside. Reports received from Cheyenne indicate that he was seriously injured. Lieutenant Goldsborough, his passenger, is said to have escaped with a minor injury.

Flying over Lake Erie, Lieutenant A. M. Roberts met with engine trouble and was compelled to land in the water. He and his passenger were rescued by a steamer and taken to Ashtabula, Ohio. They were slightly bruised. The plane was wrecked. Two machines from the West, piloted by Lieutenant Hall and by Lieutenant Queen, were reported missing last night at Rawlins, Wyo. It was feared that they were lost in the snowstorm. Captain J. J. Marquette, a Mincola entrant, made a forced landing at Waverly, N. Y., but neither he nor his observer was injured.

Sixty-four Still in Race.

At the close of the day, according to the last available reports, forty-nine contestants from the East and fifteen from the West were still in the race. There were two new starters from Roosevelt Field yesterday—Lieutenant D. B. Gish, whose De Haviland, with Captain de la Vergne, French Air Attaché to the United States, as passenger, came down in flames up State on the first day, and Lieutenant N. H. Langley. The last-named pilot, who was also a re-entrant, got only as far as Quaker Valley, Penn., where he developed engine trouble and was compelled to descend.

As a tribute to the skill of Lieutenant Gish in manoeuvring the plane to earth while it was on fire, Captain de la Vergne announced yesterday that he would give the aviator his most valued trophy, a cup presented to him by the Swiss Government in recognition of his own flying abilities. Captain de la Vergne did not allow the accident to damp his enthusiasm, and he continued as a passenger in the three-passenger Martin bomber which Captain Roy Francis is flying.

Colonel G. C. Brant, who met with an accident at Deposit, N. Y., on Wednesday, in which Sergeant Nevitt, his passenger, was killed outright, telegraphed to Colonel Archie Miller, Commandant of the flying field on Long Island, that he was on his way east to re-enter the race.

The mystery of plane No. 88, the phantom entry, as officials of the race termed it, was cleared up yesterday when the Superintendent of the Post Office aerial mail service at Belmont Park telephoned that it was one of the department's machines which flew over

Continued on Page Two.

The New York Times

Published: October 10, 1919

Copyright © The New York Times

EAST MEETS WEST IN AVIATORS' RACE

Continued from Page 1, Column 1.

to Roosevelt Field and "took off" again as soon as it landed. Starters at Roosevelt Field thought the plane might be a last minute entry which had been authorized by the Air Service official in Washington, and recorded the stranger as a contestant when it flew away toward Binghamton, the first control stop.

REPORTS ADVERSE WEATHER.

War Department Says Conditions Have Delayed Some Planes.

WASHINGTON, Oct. 9.—The War Department issued a statement at 5:30 o'clock this afternoon dealing with the progress of the military air race between New York and San Francisco. It read in part:

"Reports from the air stations indicate poor flying weather, especially in the West, and several planes headed East are being held at Salt Lake City awaiting better weather.

"Lieutenant D. B. Gish, who had trouble at Canadice, N. Y., is returning to Mineola, and expects to start again. His companion, Captain de la Vergne, French Attaché, was picked up by the Martin bomber and continued on his way Westward.

"Of the planes scheduled to leave Mineola Field, the following did not get off: No. 1, piloted by Major M. F. Davis; No. 3, piloted by Major Maxwell Kirby; No. 12, piloted by Lieutenant H. A. McGinnis; No. 21, piloted by Lieut. Col. Charles C. Benedict; No. 33, piloted by Lieutenant N. H. Langley; No. 43, piloted by Lieutenant F. L. Downes; No. 49, piloted by Captain F. E. Kindley; No. 103, piloted by Lieutenant C. W. McDermott; No. 104, piloted by Lieutenant M. N. Stewart; No. 107, piloted by Lieutenant B. Haines.

"The DH-4 plane, No. 35, piloted by Lieutenant McDonald, which was forced to land at Plymouth, Penn., was a complete wreck, but no one was injured.

"Reports received from the Control Stop Commanders have indicated that the fields at the different control stops along the route are in excellent condition and in complete readiness for the reception of the flyers with the exception of the one at Green River, Wyo. The Green River stop has been abandoned and the flyers have been instructed to stop at the next point, which is Rawlins, Wyo.

"One of the Fokker planes which was captured from the Germans on the western front and which was being piloted by Lieutenant Seffert, has been withdrawn from the race on account of radiator and other troubles.

"Plane 48 was forced to land in a small field near Lockport, N. Y., twenty-six miles east of Buffalo. It crashed taking off, and the plane was put out of commission, but no one was injured.

"The recent deaths in connection with the great transcontinental race clearly point out the great necessity of municipal landing fields. Landing fields have been hastily laid at the several control stops across the continent, but had each city along the route had a permanent landing field it might have avoided several of the accidents which have occurred. It is merely a matter of time before every city of any importance will have such a field, and one of the principal objects of this race is to show the importance of commercial aviation."

MAYNARD REACHES CHEYENNE

Clergyman Arrives at Fort D. A. Russell from Chicago.

CHEYENNE, Wyo., Oct. 9.—Flying 886 miles from sunrise to sunset, Lieutenant B. W. Maynard and his observer reached Fort D. A. Russell, near here, at 6:25 o'clock tonight, the first of the west-bound aviators to reach this control station. He will hop off at sunrise, 6:05, tomorrow with San Francisco, 1,005 miles away, as his objective before sunset.

"All I want is sleep and to get started at sunrise tomorrow," he said.

The clergyman aviator will have to cross three mountain ranges and stop thirty minutes at each of six control stations. To reach San Francisco before sunset tomorrow he will have to average 120 miles an hour.

CHICAGO, Oct. 9.—Lieutenant Maynard, leader in the airplane race, took the air from Ashburn Field here at 7:09:12 o'clock this morning. He headed for Rock Island, Ill., 155 miles away.

ROCK ISLAND, Ill., Oct. 9.—Lieutenant Maynard arrived at Franing Field here at 8:37 this morning. After taking on supplies he again took the air at 9:09 A. M., heading for Des Moines, Iowa, 158 miles from here.

DES MOINES, Iowa, Oct. 9.—Landing at Herring Field here at 10:54:30 this morning, Lieutenant B. W. Maynard left the field on his way to Omaha, 118 miles away, at 11:34 o'clock.

OMAHA, Oct. 9.—Lieutenant Maynard arrived at Ak-Sar-Ben Flying Field here at 12:48 today. He made the trip from Des Moines, 118 miles, in 1 hour and 14 minutes. He left for St. Paul, Neb., at 1:34 P. M., after dining and replenishing his supplies. St. Paul is 132 miles west.

ST. PAUL, Neb., Oct. 9.—Lieutenant Maynard reached here at 2:44:10 P. M. today.

BRYAN, Ohio, Oct. 9.—The four airplanes which left Cleveland this afternoon landed here at the control station and continued on to Chicago. First to land was Captain J. O. Donaldson at 2:57 o'clock. He continued his journey

at 3:27. Captain Harry Smith, who arrived at 3:16 o'clock, departed at 3:46 o'clock. Lieutenant Alexander Pearson arrived at 3:34 o'clock and departed at 4:04. Lieutenant E. H. Manzelman arrived at 3:40 o'clock and took the air again at 4:20.

TWO RESCUED IN LAKE ERIE.

Eight Other Machines from Buffalo Arrive at Cleveland.

CLEVELAND, Ohio, Oct. 9.—Eight of the nine airplanes which left Buffalo today in the air Derby arrived here. The ninth, piloted by Lieutenant Alexander M. Roberts, fell into Lake Erie, off Ashtabula, Ohio, and Lieutenants Roberts and Marion Elliott were rescued by a Canadian freighter and landed at Ashtabula.

Of those arriving today, two continued their journey to Bryan, Ohio. They were Captain J. O. Donaldson and Lieutenant Alexander Pearson, Jr. Two others piloted by Captain Harry Smith and Lieutenant E. H. Manzelman, which arrived yesterday, also departed.

Lieut. Col. H. E. Hartney, who is driving a German Fokker, and who arrived yesterday, is installing a tank which will increase his flying speed. Lieut. Col. T. S. Bowen, who arrived yesterday, was forced to remain here tonight because of engine trouble.

The following pilots, arriving here today, remained tonight: Lieutenant G. B. Newman, Lieutenant H. G. Norris, J. P. Roullett, Lieutenant T. Hynes, Lieut. Col. John M. Reynolds, Lieutenant W. C. F. Brown.

ASHTABULA, Ohio, Oct. 9.—Plane No. 34 in the transcontinental air race dropped into Lake Erie, five miles east of Ashtabula Harbor, two miles from shore, about 8:15 this morning. The crew, Lieutenants Alexander M. Roberts and Marion L. Elliott, both of Gulfport, Miss., were rescued by the Canadian steamer *Fairfax*, shortly before the plane sank. They were brought to port here, and will ask for another machine to continue the trip. Both men were slightly bruised. A broken throttle was the cause of the plane's falling.

THREE START FROM CHICAGO.

Captain Drayton and Major Miller First Off for Rock Island.

CHICAGO, Oct. 9.—Captain H. C. Drayton and Second Lieut. L. J. Sweely left from Ashburn Field for Rock Island in Plane No. 47, a DH-4, at 1:16 P. M., after having changed a propeller which they had broken taxiing over the muddy field.

Major H. J. Miller, in Plane No. 27, who was detained with a broken propeller, left for Rock Island at 2:00 P. M.

Lieutenant L. S. Webster, in Plane No. 15, left Ashburn Field, Chicago, at 2:48 P. M. for Rock Island, Ill.

Captain H. C. Brayton, in Plane No. 47, who left Bryan Field, Ohio, at 9:51 A. M. today, arrived at Ashburn Field, Chicago, at 11:49 A. M.