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VOL. XXVIII NO. 107 OF THE EVENING NEWS

CHAMBERLIN OF TRIED QUALITY AS AN AVIATOR

**45-Hour Endurance Record
Exceeds Time Required
for Dash to Paris.**

CALM IN EMERGENCY

**Only Serious Accident in
Career Killed Fellow
Traveler; Master
of His Craft.**

NEW YORK, May 20.—Clarence Duncan Chamberlin, in trying to make an express flight to Paris, will fly over waters traveled at a much slower pace by his great grandfather, who was a British admiral.

The example of his seafaring ancestor did not turn Chamberlin to the sea, however, for he studied electrical engineering at Iowa State college, at Ames, and during the World war was a lieutenant in the army air service. He served as instructor in aviation at several flying fields.

In his long service, including much commercial flying, he has had only one serious accident. In 1925 his plane crashed near Hempstead, Long Island, during the international air races, killing his passenger, Lawrence Burnell, of New York, and resulting in injuries to Chamberlin, incapacitating him for weeks.

Chamberlin, who is 32 years of age, was born at Denison, Iowa, where his parents reside.

His parents are convinced that their boy can take care of himself in the air but say that he has "al-

ways been something of a dare-devil."

"He had the first motorcycle here," is the word from the Denison home fireside, "and he used to worry us with his fast riding."

Ability Demonstrated.
Chamberlin has demonstrated his ability to keep a plane in the air and to get it down.

With Bert Acosta, as a flying companion he made a record breaking endurance flight in April when the same Bellanca plane to be used in the New York-Paris flight, remained aloft 51 hours, 11 minutes and 20 seconds. The estimated distance covered was more than 3600 miles and if Chamberlin can straighten that performance out, success is assured for him.

Ten days after this flight Chamberlin showed that in an emergency he could dispense with his landing gear and get down in safety without it. Flying with two little girls and a mechanic as companions he was advised that his landing gear had fallen apart. By skillful maneuvering he finally landed on one side but nevertheless reasonably right up with no injury to his passengers and little damage to the plane.

Seta Endurance Record

The endurance flight was started Tuesday morning, April 13, and ended Thursday afternoon, bettering the previous world mark of 45 hours, 11 minutes and 59 seconds made by two French lieutenants over Etampes, August 7, 8, 9, 1925. The American record was formerly held by Oakley G. Kelly and John A. Macready, 36 hours, 4 minutes and 35 seconds, established April 16, 17, 1923.

The plane carried 3,080 pounds, including the important items of 385 gallons of gasoline and 21 gallons of oil.

Chamberlin and his aide expect to travel approximately 3,750 miles on their flight from New York to Paris, preferring to attempt an extra 140 miles in a quest for better communication than might be expected in following a course providing for only 3,610 miles. Along the route they will go the airman expect to see a ship every 50 miles.

Mrs. Martha Fuson, of Aumsville, Ore., who has been visiting at the home of her son, Rev. Otto Fuson, pastor of the Free Methodist church in west Roseburg, for the past two weeks, returned to her home on Thursday. This is her first visit to Roseburg.

FORMER GLIDE COUPLE MARRIED IN PORTLAND SAT.

The marriage of Marion Lilly and Margaret Bond was solemnized in Portland Saturday evening, May 14. Both bride and groom are well known here. Mr. Lilly is the son of Mr. and Mrs. Leslie Lilly, old residents of the Glide community, and his bride is a daughter of Mr. and Mrs. William Bond, who lived near Peel a number of years but who are now residents of Bend. The young couple will reside in Portland where Mr. Lilly is employed by the Union Oil Co.

LOCAL STUDENTS MEMBERS OF NATIONAL FRATERNITY

UNIVERSITY OF OREGON, Eugene, May 20.—(Special).—Phillip Bergh, major in the school of business administration, and Ethyl Marka, senior in the school of education, both of Roseburg, have been elected to membership in Phi Beta Kappa, national honorary scholastic fraternity, at the election Wednesday.

President Arnold Bennett Hall and Charles H. Carey, noted Portland attorney, who has done distinguished work in Oregon history research and writing, were elected honorary members.

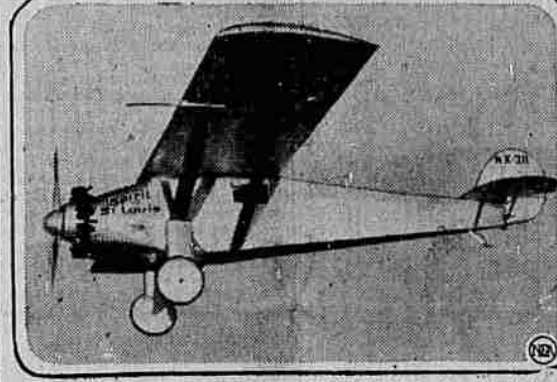
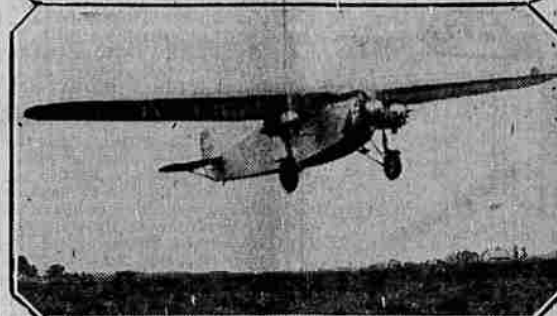
Twenty-eight members of the senior class were elected to regular membership. Phi Beta Kappa is the oldest fraternity in existence. Its purpose is to promote scholarship and election to it is one of the highest honors that can be attained by a college student.

Hilda J. Olsen, of Aberdeen, S. D., had the highest scholarship rating, with a 1.06 average.

Ira B. Gross, professor of economics at the University of California, will speak at the initiation for new members Wednesday, May 25.

LIMIT FINGER BOWLS

LONDON—When the King and Queen of Great Britain dine at the homes of friends the royal couple are the only ones provided with finger bowls. The custom dates back to the time of King George II, when the guests passed their hands over their finger bowls when they drank to "the King," signifying that they drank to the Stuart "king over the water," and not to George. He decreed that no guests other than the king and queen might have finger bowls.



(NEA Service, New York Bureau)
These are the three monoplane entrants in the American trans-Atlantic non-stop race from Long Island to Paris. At the top is the Wright-Bellanca "Columbia," to be flown by Bertaud and Chamberlain; in the center is the tri-motored Fokker "America," in which Commander Byrd and Bert Acosta will take off; and below is the "Spirit of St. Louis," the Ryan ship in which young Captain Charles A. Lindbergh is to go alone.

LINDBERGH, AT 25, HOLDER OF 5 AIR RECORDS

**Daring Flier Has Crossed
Continent Alone and
in Fastest Time.**

4 JUMPS TO CREDIT

**\$15,000 Airplane Designed
Specially for His Use;
Pneumatic Raft for
Sea Emergency.**

NEW YORK, May 19.—Two records made by Captain Charles Lindbergh, incidental to his coming attempt to fly from New York to Paris for the Raymond Orteig prize of \$25,000, centered attention on this young birdman.

His flying time from San Diego, Calif., to Roosevelt Field, Long Island, was approximately 21 hours, 20 minutes, the quickest ever made from coast to coast. And he was the first pilot to make such a long hop as that from San Diego to St. Louis, about 1,600 miles, alone. His total distance from coast to coast was about 2,550 miles.

Lindbergh, 25, lean, muscular six-footer, has been flying for six years. He was born in Detroit, where his widowed mother now lives. He began his aerial career at 19, leaving his home in Little Falls, Minn., where his father was a lawyer and member of congress, and going to Lincoln, Neb., for his first lessons.

Young But Experienced
Later he bought his own plane and when he was appointed a flying cadet in the army flew it to Kelly Field, San Antonio, Texas.

There he learned the rudiments of military flying and after ten months, emerged, a finished aviator, from the pursuit school at Brooks Field San Antonio.

After leaving the army, Lindbergh flew for a year in various independent enterprises, including several flying circuses. Finally, he was appointed chief pilot on the St. Louis-Chicago air mail route, from which he was given an indefinite leave of absence to prepare for his trans-Atlantic hop. He is a captain and flight commander in the 10th Observation Squadron, Missouri National Guard air unit in St. Louis.

Lindbergh is a "four star" member of the Caterpillar club, the mythical fraternity of fliers who have used their parachutes in emergency jumps.

As a cadet in the army, Lindbergh and another pilot leaped to safety when their pursuit planes collided at 5,000 feet. Again, Lindbergh jumped from a spinning test plane at St. Louis when it was only 250 feet up and barely made a safe landing. Last winter he made his third and fourth jumps when he was caught in fog at night on the mail route and could find no landing place.

Special Built Plane

"The Spirit of St. Louis," Captain Lindbergh's plane built especially for his proposed New York to Paris non-stop trip, is designed for scientific flying.

The little monoplane, with a wingspread of 46 feet and a fuselage 28 feet long, has a special instrument board upon which the former air mail pilot depends for guidance.

With extra gasoline tanks and the instrument board, the total cost is about \$15,000. The plane is powered with a Wright "Whirlwind" J-2, 225 horsepower, nine cylinder, radial air cooled motor, similar to that used by Commander Richard E. Byrd and by Clarence Chamberlin in the trans-Atlantic flight.

With full load the plane has a cruising speed of approximately 105 miles per hour and a maximum speed of 123 miles per hour. It carries 425 gallons of gasoline and 28 gallons of oil, estimated to be sufficient for a 4,500 mile jump.

On his 2,500 mile trip from San Diego, Calif., to New York, Lindbergh used less than 250 gallons of gasoline and the average consumption is computed at about 10 gal-

lons per hour.

Pneumatic Raft Carried
Its body of metal and wings of wood, "The Spirit of St. Louis," has a gross weight of 4,750 pounds, the full load of gasoline and oil weighing 2,745 pounds. Its cabin holds only one man, sitting in a wicker chair, with the "stick" between his legs and with little opportunity to move about. It carried no radio, but is equipped with a pneumatic raft for use in case of a forced descent at sea. The plane equipped only with wheels and if landed on the water could not take off again.

The cockpit is enclosed in glass and Lindbergh flies "blind," using a periscope to see over the front of his plane, which he did rarely on his cross-continent hops. He is guided by the instruments on the elaborate board before him. In land flying he uses a magnetic compass. Other instruments on the board include temperature gauge, oil pressure gauge, tachometer, altimeter, turn and bank indicator, air speed and drift indicator, speed timer and clock.

Sandwiches and water comprised the only sustenance contemplated by the youthful aviator on his long hop across the sea. He anticipates no difficulty in keeping awake. He expects to cross the Atlantic in about 34 hours, figuring the distance at about 5,000 miles, or 900 miles less than the estimated distance his gasoline and oil supply would carry him.

ADELBERG YOUNG TO GRADUATE IN JUNE

OREGON AGRICULTURAL COLLEGE, Corvallis, May 19.—Adelbert Young, son of A. J. Young of Roseburg, is one of nearly 500 candidates for graduation in June. He is majoring in Pharmacy. Mr. Young is a member of the Pharmaceutical association and Theta Chi, social fraternity. During his freshman year he was a member of the freshman football squad.

WALES SITS ALONE

LONDON—The Prince of Wales while in London, after visits the House of Parliament in company with his brothers, Prince Henry and Prince George. He, however, is Duke of Cornwall and must sit with the peers, while his brothers may not.



You Are Invited To Attend Douglas County's Annual

STRAWBERRY CARNIVAL

ROSEBURG, OREGON

Friday and Saturday, May 27-28

Celebrate These Two Big Days With the Umpqua Chiefs, Roseburg Booster Club

TWO BIG DAYS OF ROLLICKING FUN

Official Program Opens at 10 o'clock Friday Morning, May 27. Parades of City and Rural Schools, Auto Floats, Races and Sports on Jackson Street. Two Roseburg Bands Will Be on the Job. Baby Parade, Industrial Parade, Band Concerts on Streets, Stunts and Races. Dancing at Armory and Oriental Gardens Afternoon and Evenings. Concessions Open 9 a. m. Until Midnight Both Days

**Don't Fail To Come and Enjoy the Festival Spirit
of The Carnival**



"We Know Our
Berries"
Picking Time in
the Umpqua
Valley