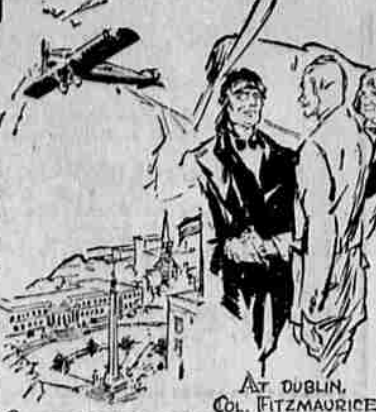


STORY OF THE BREMEN TOLD IN PICTURES



CAPT. HERMAN KOEHL



BREMEN LEAVES BERLIN FOR IRELAND TO STOP OFF FROM DUBLIN ON FLIGHT ACROSS ATLANTIC.



AT DUBLIN, COL. FITZMAURICE IRISH FLYER, ASKS TO ACCOMPANY GERMANS AND IS ACCEPTED.



WITH BARON VON HUENEFELD, CAPT. KOEHL, AND COL. FITZMAURICE, BREMEN PASSES OUT TO SEA.



AS MID-ATLANTIC COL. FITZMAURICE IS NEARED, DARKNESS AND FOG DESCEND, AND SHIP IS FORCED TO FLY LOW.



SECOND DAY FINDS BREMEN, BUFFETED BY BLIZZARD AND LOST IN FOG, BLOWN FAR OFF HER COURSE.



GAS RUNNING LOW, LOST IN STORM, FLYERS DESCEND ON TINY GREENEY ISLAND AND ARE TAKEN IN BY LIGHTHOUSE KEEPER.



DOG TEAMS CARRY NEWS OF LANDING TO NEAREST RADIO STATION AT POINT AMOUR, 20 MILES AWAY, AND AID IS RUSHED.



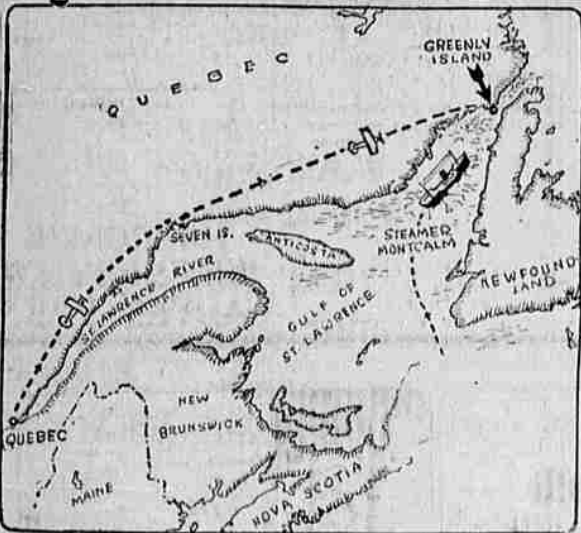
CHEERING CROWDS AWAIT HERMES WHEN THEY FINALLY REACH CANADA AND THE U.S.

BARON VON HUENEFELD

Where Bremen and Its Crew Landed

Ice Fills Belle Isle Straits

Who Said It Couldn't Be Done?



When the crew of the trans-Atlantic monoplane Bremen descended in a snowstorm on isolated Greeney Island off the coast of Quebec, they found shelter in the lighthouse pictured at the top. This photo, taken during the summer when the light was in operation, best shows the rocky contour of the island. The map at the left shows the route of rescue attempts by water and air. From Quebec to Greeney Island by air is approximately 750 miles; the water route is only about 400 miles but the steamer Montcalm, ordered to attempt the passage, found that ice was to be encountered most of the way. First to reach the stranded flyers was the famous Canadian pilot, Duke Schiller (lower right) who, with two companions, flew nearly 700 miles from Murray Bay to Greeney Island.



COMMERCIAL CABLES
 POSTAL TELEGRAPH (LANDLINE SYSTEM THROUGHOUT THE UNITED STATES)

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 10 BROAD STREET
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2261

MIRAL RUSH RUSH CASH 1/22/28 OCT
 GREENEY ISLAND LOHOPPOINT LABRADOR VIA FOOD NF 53
 SCHUENDEL NORTH GERMAN LLOYD NY
 AUF GREENEY ISLAND STRAITS BELLE ISLE REGEN BENZINGANGELS DURCH
 STURM UND NEBEL VERURSACHT GLUECKLICH ZWISCHEN ELANDET BITTE.
 BEMERKUNGTIG PRESSE PRIVAT UND SENDET MIR 500 DOLLARS TELEGRAPH-
 =ISEL HERZLICK
 HUENEFELD

Here is the Canadian government lighthouse on Greeney Island photographed from the ice that now fills the strait between it and the mainland. It is through such ice as this that the steamer Montcalm had to force its way. The turret of the lighthouse is covered since the light is not in operation during the winter months. It was in this building that Baron Huenefeld, financial backer of the flight, wrote the cablegram reproduced below. Addressed to Heinz Schuengel, of the North German Lloyd steamship line, it reads: Made a safe intermediate landing Greeney Island, Straits of Belle Isle, caused by lack of benzine due to storm and fog. Please inform the press. Private. And send me ——— dollars by wire. Cordially, HUENEFELD.



Who said it couldn't be done—that westward flight across the Atlantic ocean? Six attempts had been made and seven lives lost before the trio pictured here took off from Ireland in the single-motored Bremen and achieved success after 33 hours of tortuous flying. Left to right are Captain Hermann Koehl, chief pilot; Baron von Huenefeld, financial backer of the project; Major James Fitzmaurice of the Irish Free State Air Force.

AS NEW YORK AWAITED ARRIVAL OF FLYERS



"They're coming!" Each new speck in the sky near Mitchel Field, Long Island, where the Junkers monoplane Bremen was expected to land, tent thousands of eager spectators surging against the police lines that held them from the field. Upper picture shows the restraining cordon of officers; below is a general view of part of the crowd that waited from early morning until nightfall while a maze of conflicting reports alternately brought hope and despair for the safety of the flyers. Among the watchers was Harry K. Thaw, shown at the left in the inset, with his personal bodyguard.

PILOT BENNETT OF AID PLANE FEVER VICTIM

(Continued from page 1.)

"Duke" Schiller was being considered. Schiller has already made one round trip to Greeney Island and brought out Major James Fitzmaurice of the Bremen crew. The Ford plane was to have taken parts to replace those broken in the landing of the Bremen and a supply of special fuel to enable the trans-Atlantic plane to proceed here, enroute for New York.

Germany Honors Koehl
 BERLIN, April 21.—The Brunswick Institute of Technology today conferred an honorary doctorate of engineering upon Captain Hermann Koehl.

About the same time the airplane "Hermann Koehl," named in honor of the trans-Atlantic pilot, was placed in the regular Frankfurt to Paris air service, its first flight being scheduled for April 23. It is a three-motored plane of 1,340 horsepower and will make the trip between the two cities in three hours and twenty minutes.

Irishman Well Tutored
 MONTREAL, April 21.—(By the Canadian Press.)—Although Major James C. Fitzmaurice caught his first glimpse of Canada, and of the American continent, through a rift in the fog, shortly afterwards coming to earth on the most easterly strip of territory in the dominion, his trans-Atlantic flight was made possible by a Canadian, who taught him to fly in 1918 at Eastbourne, England.

Alex Knight, automobile sales agent in Toronto, was commander of the group to which Fitzmaurice was attached at the British camp. One of his duties was to instruct prospective pilots for the royal naval air service, and the flying Irishman was one of his pupils. Bert Hinkler, the Australian airman who flew from England to Australia in fifteen days in a light airplane, arriving at Port Darwin on February 22 to create six world records, was another of Knight's pupils.

Troyat Back Home
 PARIS, April 21.—Lieutenant Michael De Troyat, who is training for a trans-Atlantic flight from Paris to New York, landed at Le

Bourget at 6:50 p. m., from Algiers. De Troyat had hoped to make a non-stop flight from Paris to Algiers and return to test his plane, but he was forced to land by a gale at Algiers and then was weatherbound there until today.

Jimmy Angel Enroute
 MEXICALI, Lower California, Mexico, April 21.—Jimmy Angel got into the air at 8:35 o'clock this morning, bound for Guaymas, 500 miles away, on the second leg of his proposed 25,000 mile Pan-American flight from Fresno to Fresno, California, via Cape Horn, South America.

New Aviation Venture
 DURBAN, South Africa, April 21.—The Natal Mercury says a South African is to have an airship mooring mast and station at Grooteville on the coast of Natal, 40 miles north of Durban. Equipment necessary for the mast has been ordered by the union government through the air ministry.

The building of the mast is thought to be connected with the Empire Airship line to India and Australia for which the R-100 and a sister ship are now being built.

W. H. Fisher, and daughter-in-law, Mrs. Walter Fisher, leave Sunday by motor for Portland. They will be in the metropolis a few days, Mrs. Fisher visiting with friends, and Mr. Fisher looking after business interests.

Mrs. Walter S. Hamilton of this city is visiting with friends in Portland. She was formerly employed as bookkeeper and cashier at the Kurdy department store here.



Above, Paul Kroesen, staff artist for NEA Service and the News-Review, has pictured the scene on the lonely island when a fast waning fuel supply and a severe storm forced the plane down approximately 1000 miles from New York. In the foreground are the laughing Irishman, Col. James Fitzmaurice (left) and Baron Gunther von Huenefeld, while Captain Herman Koehl is seen emerging from the ship. In the background are the jagged snow-covered hills of the island and the Greeney Island lighthouse. At first, due to poor visibility, they thought the lighthouse was a sealing steamer. The picture also shows how the tail of the plane broke the ice of a small lake on the island during the forced landing. The bent propeller also is shown. It was near this spot that the hardy Norse explorer, Leif Ericson, came ashore when he achieved the first westward crossing of the Atlantic by boat nearly 1000 years ago.