NC-3 COMMANDER TELLS OF JOURNEY BY AIR TO AZORES

Plane Forced to Drop in Storm While Waves Raged About Fragile Craft.

GASOLINE SUPPLY RAN LOW

Commander Gets Three Hours' Sleep Throughout Trying Ordeal; Made 6 Knots on Water.

The Journal gives herewith the graphic detailed story written by Commander Holden C. Richardson of the thrilling and tempestuous journey of NC-3 from Trepassy, N. F., to the Azores. Commander Richardson tells of the days when NC-3 and her gallant crew were practically given up for lost by the world. The story reached New York Tuesday by special cable from Lisbon, Portugal. It is the first detailed account of the history-making flight to be printed.

By Commander Holden C. Richardson, Pilot of NC-3.

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Lisbon, May 28.—After leaving Trepassy Friday evening all went well with us until 9 o'clock (New York time) Saturday morning. At that time we had covered 1200 knots, or 1380 land miles, in 15.3 hours.

From the time we passed stationship No. 13, we had passed through five hours of rain squalls and fog, so thick at times as to make it impossible to see the horizon or the surface of the ocean.

The air was so rough that the navigator was not satisfied with the accuracy of his sights.

We had sighted no patrols after passing destroyer No. 13, and considered it advisable to make a sea landing in order to determine our position. The only vessel we had seen was far off to the southward of our course, as we figured later. It probably was the U. S. S. Marblehead.

GAS SUPPLY RUNS LOW

From the appearance of the sea, a landing seemed feasible and the division commander, after consultation with the pilots, agreed to make the attempt, but our gas supply was running low and it was essential to employ what we had to the best advantage.

Besides, in the frequent squalls, it was not impossible that we should run into land with mountains ahead.

Accordingly we swung around for a spiral landing and, approaching the surface cautiously, picked a suitable opportunity, throttled the engines close to the surface and made contact. The first contact was on the crest of a sharp wave which dropped from under us; the next was on the far side of the next wave, in a deep hollow. We went up well and stalled the engine, expecting to stick, but this wave also dropped sharply and let us fall heavily on the sharp crets of the following wave. The last blow was a sharp one, and examination showed that the hull had been severely damaged.

WAVES MOUNT HIGHER

At 8:30 a. m., New York time, Sunday we sighted Pico in a bank of land clouds. Bearings and a sun sight enabled us to locate ourselves at 45 miles southeast of Pico. We had two hours gas left and debated whether we should attempt to taxi into land. It looked impracticable, however, in the heavy seas running, and would almost certainly have involved the loss of our right wing float and probably serious damage to the hull.

The idea, therefore, was abandoned in favor of sailing to the leeward and trusting that the wind would remain favorable, so as to permit us to make the course that would carry us northward to St. Michael, through the patrol set for NC-4, between Horta and Ponta Delgada, and possibly in the route of shipping.

This decision was arrived at after serious misgivings. It involved another night at sea and it was hard to give up the sight of land. The seas were running at times 30 feet high and a 40 to 45 knot wind was blowing. Constant vigilance was necessary at the controls to keep from yawing and losing our remaining float.

COAST ON WAVES

The danger was very real, because of the waves curling, and at times we would coast as if on a surf board at a speed of close to 25 knots astern.

The stern board took away some of our power to control our course, because it reduced the speed relatively to the tail surfaces.

The right wing had lost its trailing edge, the lower elevator was catching frequently, several hinges were gone and the violent jerks were racking the tail and wrecking the upper elevator.

At sundown Sunday we found by experiment that we could get along without a man on the right wing. We also found that with the ailerons at neutral we could steer more easily and still have reserve control to keep the left wing from catching.

CREW GOES SLEEPLESS

This was important, for all hands had managed to get but little sleep, and it was dangerous for the man on the wing tip if he should fall asleep, as the seas washed over the wings at times and he would be washed overboard with almost no chance of rescue. We were averaging 12 knots astern at this time.

We got such sleep as we could off watch, which was seldom more than two hours at a stretch. It was almost impossible to sleep when one did get the chance, with the wings rattling and the water swashing around in the hull.

We had plenty of radiator water to drink, but it was rusty. We also had sandwiches, candy and chocolate. None of us really suffered from hunger, thirst or exposure, and none of us was seasick. In the meantime we learned by stern necessity how to fly backward. Only once in a while were we caught by cross seas, which put our left wing tip under. The cross chop was the most difficult to handle. The wave crests finally jammed the lower wings at mid length, carrying away the wing ribs by a steady process of distintegration.

WIND WAS SHIFTY

We had to slash the lower wings to prevent them from forming water pockets and loading the wings, as the seas would wash over the right tip float constantly.

It was necessary to tighten the float bracing frequently to take up the slack caused by the continual racking. This meant nearly always that one man on the wing would get drenched. We found that each wing had to be tackled individually to bring the plane square across to the crest. Infrequent wind shifts and squalls and the cross seas running meant constant maneuvering.

This was rather difficult after dark, as the waves could not be seen very far ahead. It was surprising how quickly the wind would shift and the heavy seas change their direction as squalls came up.

Our eyes were strained and tired by the long vigil. Frequently we thought we saw searchlights or lights of vessels, only to find that it was only a spouting wave peak or phosphorescence of a whitecap.

CARRIED SOUTHWARD

Early in the morning we had rain squalls and a driving wind. About 6 o'clock, Greenwich time (2 a. m. New York time), the wind direction changed and for two hours or so the best course we could make was southeast. This was extremely discouraging, because a sight of the moon and the star Arcturus determined our position as practically due west of St. Michael. The new course would carry us to the south with the possibility of missing the islands entirely.

Fortunately after the squall was over we were able to resume our course due east. At sunlight, about 9 a. m., we determined that St. Michael should be sighted shortly dead ahead. Visibility now improved rapidly.

While Commander Towers was communicating the news to the pilots, Boatswain Moore sighted land ahead at 9.23, Greenwich time. The land was soon made out to be St. Michael.

The effect of the discovery was remarkable. All hands fully realized the seriousness of the situation and the consequences that might at any time follow the loss of the right wing tip float, but aside from making preparation to make fresh water available in case we should capsize and providing lashings to fasten us to the wreckage, none of us communicated his thoughts to the others.

Now, however, with land in sight and danger past, all hands cheered up and came out on deck, and spirits rose steadily as the land became plainer. It was impossible to steer so that we could make Ponta Delgada with certainty.

HULL SPRINGS LEAK

The tubular vents of the front center were bent like a bulldog's legs and the flying wires in the engine palens were very slack, due to the settling of the winger. The aileron leads were also slack. A further examination showed the hull to be leaking forward but not dangerously. The hull longitudinals were buckled and cracked, as well as several floor frames. The bottom planking still held, but the principal bulkheads were damaged locally where they delivered their load to the main hull trusses. Our truss wire was carried away.

It was at once apparent that it would be impracticable to resume the flight even if the surface were smooth, which was not the case. Ten to 12 foot waves were running, superimposed on a heavy ground swell.

To communicate by radio it was necessary to relocate the radio generator in the slipstream of the propellers. This was done, and by running the port engine, we were able to radiate for a range of 10 miles, but, although we could hear the patrol boats working, our messages were not acknowledged.

WAS CLOSE TO HORTA

Our supposed position, which we later confirmed, was about 45 miles southwest of Horta. The wind favoring us, we started to sail astern on a course that would take us toward the Azores. About 2 p. m. we intercepted a wireless report that the NC-4 was at Horta alongside the Columbia and ready to proceed to Ponta Delgada the next day.

The NC-1 was reported down with a damaged left wing and the search for her was on.

At 4 p. m. we set the watch and I took the trick from 4 to 8 o'clock. Nothing unusual occurred in that period. I got about three hours' sleep, though the racking of the wings on the hull and the swash of the water in the hull were rather disconcerting.

My sleep was far from satisfying.

On the following morning, Sunday, I stood the 2 to 4 o'clock watch. At about 2:30 o'clock the seas increased, and while coasting down the face of a big wave the lower elevator caught in the water, wrenching the tail badly and starting the elevator to carry away. At 4 o'clock it was trailing on the edge of the left lower wing, and caught and broke the falls of the wing ribs. We soon decided to cut away the broken portion.

SITUATION IS SERIOUS

Just 22 hours after landing, the left tip float broke away and put us in a serious condition.

One of the crew had to go out on the right wing tip to keep the left wing from going under. We then tried a broadcast "S. O. S.," giving our position and asking for assistance. We also flew our ensign as a distress sign. We got no acknowledgments. We could not open up the port engine, but it threw the screw into the waves and also made it pound so hard on the rough seas that there was danger of starting serious leakage.

Running the screw involved the danger that the right wing tip float would be wrenched loose. Besides, the mounting of this engine was loosened by the rough landing and the engine racked badly at 1000 revolutions per minute.

We found it necessary to man the controls and sail astern. To prevent the plane from yawing, the two pilots, assisted by the pilot-engineer, stood watch and watched until we tied up at Ponta Delgada.

NC-1 REPORTED SAFE

Meanwhile the other members of the crew were not idle. It was necessary for the navigator to keep track of position and course and whoever was available took turns standing on the right wing tip or pumping out water, tightening the wing tip float wires and cutting away damaged portions of the lower wings as they continued to disintegrate. The radio operator, when not otherwise engaged, kept listening in at intervals and continued to attempt signaling. He intercepted a message telling of the rescue of the crew of the NC-1. This was good news to us, and we expected soon to see some destroyer come racing our way. Later we were heartened to learn that the search for us was begun to the west of Horta.

We now sampled the emergency rations, which we found rather unpalatable and rather salty, though the chocolate cakes were fine. We also tried once more to use the radio, but without success, though we were able to hear the Columbia at Horta.

Shortly before dawn we had put over the canvas buckets as a drag to keep us from making too much stern away from the wing. They worked well and reduced greatly the frequency of the tail dips. We also tried oil on the water, but were making too much leeway for that to be effective.

The lower elevator finally broke clear of the tail, and, hanging by one wire, would charge around violently, sometimes in the air, sometimes in the water, delivering violent blows to the elevator control and sometimes to the rudders. At other times it would charge through the water toward the stern, threatening to knock holes in the hull, but just missing. Finally it broke loose and the menace was over. We tried a sea anchor but it was carried away in about three minutes.

APPROACH PONTA DELGADA

At about 16:00 Greenwich (noon New York time) on Monday, it was apparent we would make Ponta Delgada in about two hours. We were making about six knots at the time. Shortly afterward we ran into another heavy rain squall and a sharp shift in the wind. Our bucket drag was carried away, making the plane yaw badly and the left lower wing went under. Finally it cleared up again and the land meanwhile was getting steadily plainer.

The lighthouse, sugar factory, radio station, houses and trees were clearly visible. Vineyard and yards took on form and color, and it was manifest that we should soon be sighted.

We had to keep well off shore, however, as was likely that a sea breeze would be encountered close to the island which might drive us ashore on the rugged coast to the west of Ponta Delgada. Yet we did not want to get too far out when the time came to taxi into the harbor. About 18.30 Greenwich (2:30 p. m. New York time) we sighted the United States destroyer Harding standing out from the harbor, shooting spray clear over her bridge as she raced toward us. We signalled her to stand by as we ran in under our own power.

NEARLY CAPSIZED

Except for a merchant ship at the breakwater and the shipping visible over the breakwater, which had been sighted about an hour before, she was the first vessel sighted since we had made our landing. The sea was too rough for an attempt at towing us, but as we arrived four miles west of the port we found it increasingly difficult to maintain a course clear of the shore, and had to work strongly across the wind, which could be done only at considerable risk, as was proved shortly after, for as we arrived at the breakwater the right wing tip, which was dragging by the two wires, ripped the deck open and nearly made us capsize in full view of the harbor. We cut the float adrift and also started the center rear engine.

By sharp use of the controls we were able to keep right side up. We signalled the Harding to be ready to send a boat and asked Melville to provide boats to go under the winds as we came to our moorings. Fortunately, the wing was strong and the ailerons were effective. With a man on the weather wing we were able to make our mooring, taking a tow a short distance from the mooring and putting a man on each wing to aid in balance.

Even with this precaution the plane yawed badly as the tow took charge and nearly rolled over the right wing.

Thus we finished our voyage of more than 1200 nautical miles and a water run of more than 205 nautical miles.

Soldier Spent Much Of Time in Hospital

Oregon Agricultural College, Corvallis, May 28.—Sergeant Harold Ball of Corvallis, who left college as a junior to enter the service, has been discharged after 22 months with Uncle Sam, 13 of which were spent in France at base hospitals. Sergeant Ball received serious injuries when the ambulance in which he was riding was struck by a train. Because of this accident he was returned to this country and discharged. He expects to return to college next year to finish his work.

Bill Provides for Minister to Ireland

Washington, May 28.—(U. P.)—When Ireland becomes a republic—if it ever does—Representative Mason, Illinois, would have money ready to send a minister and consul right across. Mason introduced a bill today appropriating $14,000 for their salaries.

THOMPSON'S Deep-Curve Lenses Are Better (Trademark Registered)

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Eyes carefully examined and properly fitted with glasses, without the use of drugs, by skilled specialists.

Eye comfort for reading and distance.

KRYPTOK Glasses are a wonderful convenience to middle-aged men and women who wear glasses. You can see both near and far objects through KRYPTOKS with equal distinctness. Yet KRYPTOKS cannot be distinguished from single-vision glasses.

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Player Piano

Slightly Used—$475

This is a fine value. It looks like new and is in fine condition. The price when new was $750. See it today.

G. F. JOHNSON PIANO CO.

149 Sixth, Between Alder and Morrison

PIANOS—VICTROLAS—RECORDS

Tomorrow and Saturday—Two Days of Stock Cleaning—Monthly Disposal of Small Lots—A Great

Lipman Wolfe & Co. "Merchandise of Merit Only"

See Opposite Page

CLEARANCE SALE

Charge Purchases Payable July 1st

Shop Tomorrow Early—Store Closed All Day Friday (Memorial Day)

Women's Tricot Silk Gloves Broken Lots—Seconds

Greatly Reduced for Immediate Clearance. **50c** Sizes 5½ to 8—When the Sale Opens.

—Gloves that were sold to us by a famous manufacturer whose name we cannot use, at splendid discount because slight imperfections cause them to be classed as "seconds." Black and white gloves in two-clasp style. Excellent quality!

—Street Floor, Lipman, Wolfe & Co.

35-In. Plaid Silk Louisine Reduced for Month-End to

Limited quantity reduced for clearaway. **$1.35** The most popular fancy silk of the moment.

—Just about 500 yards of this extremely popular silk to be disposed of at this special price! All 35 inches wide in the prettiest bright colors and combinations that are especially attractive for children's wear, separate skirts, linings, summer frocks and trimming.

—Second Floor, Lipman, Wolfe & Co.

For Men

These Clearance Lots

* * *

Silk, Silk Fiber and Flannel Shirts $2.95

—About 250 shirts reduced—most of them to less than half price for quick disposal because assortments of sizes and colors are incomplete. All sizes 14 to 17 in the lot.

Flannel Shirts—Army Style Reduced to $2.95

—Extra fine quality flannel shirts in regulation army style, with two buttons—over pockets and double elbows. Sizes 14 to 15½ only—and about 240 shirts all told!

Men's Ruff Neck Worsted Sweaters ½ Price—$2.17

—These are fine quality worsted sweaters in ruff neck style. Sizes 34 to 42. Exceptionally good for camping and outing use.

—And many other unadvertised specials in Men's Wear for the Clearance Sale!

—Men's Store—Just inside Washington St. Entrance.

Fifth Floor Clearances For Homes

* * *

8 Odd Room Sized Axminster Rugs—$37.50

—These are splendid Axminster rugs in pretty Oriental designs—blue, green, gray and tan—reduced to **$37.50.**

Remnants of Inlaid Linoleum 89c Yard

—Remnants of standard quality inlaid linoleum—Many attractive patterns and colors. Very special at **89c** square yard.

Odd Pairs Lace and Scrim Curtains, ½

—White, ecru and cream curtains that are regularly $2 to $10 the pair have been reduced to half for clearance. Limited number.

Khaki Wool Blankets Reduced to $4.95

—All wool army blankets, size 62x82 inches—two pieces carefully spliced! Just right for outing, camping and sleeping porch use.

200 Emmerich Feather Pillows, Sp'l 49c

—These pillows are filled with all new feathers and are covered with fancy art ticking. Size 16x23 inches. Fine for home or camping use.

—Fifth Floor Lipman, Wolfe & Co.

53 Capes and Cape Coats Reduced to $35.00

Until Now—⅓ to ½ More!

14 Models—Come Early Thursday

—An offering extraordinary! Broken assortments of the smartest garments of the moment offered at a small part of their worth!

—The garments are of finest mannish serges, tricotines, silvertone and wool jersey—every one is strictly man tailored and beautifully silk lined.

—The styles are the newest and the colors those most wanted—Navy, black, taupe, Rookey, reindeer, henna—with just one or two of a style.

—Third Floor, Lipman, Wolfe & Co.

Odd Corsets Famous Brands $3.95

—Broken assortments of Etoile De France, La Vida and a few Modart corsets—of broche, coutil, etc., in a good range of sizes from 20 to 36—but, of course, not many in a size and kind!

—Fourth Floor, Lipman, Wolfe & Co.

House Dresses 41 Reduced to $1.45

—Odd lots of good house dresses, including maids' black dresses, nurses' stripe dresses, ginghams and white dresses—all well made and of good materials. Broken lines of sizes.

—4th Floor, Lipman, Wolfe & Co.

150 Pure Linen Table Cloths Clearing at About Present Cost

Sizes 66 x 66 in. to 2½x4 yds.

Prices Now From $2.75 to $23

—Pure Irish linen table cloths—no napkins to match, the fact that they are odd cloths, and that this is the time for the clearaway of all odd lots, accounts for the unusual price reduction.

—Every housewife who knows of the extreme scarcity of linen will at once recognize this sale as an opportunity not to be disregarded.

Odd ½ Dozens of Fine Napkins

—All our odd half dozens of pure linen napkins, ranging in size from 18x18 inches to 24x24 inches, suitable for breakfast, luncheon and dinner, are included in this lot. $2.85 to $7 the half dozen.

Wash Goods Remnants ¼ to ⅓ Less

—Our entire stock is represented in this offering of remnants of ginghams, percales, crepes, white skirtings, plain and fancy white voiles, etc. All new goods, pieces left from recent big sales—and all much below regular.

—Second Floor, Lipman, Wolfe & Co.

1500 Pieces Hand-Painted China All Kinds—Half Price

—Here is a lot of fine hand painted china, odd pieces, ranging in price from 30c to $6.50, grouped to sell for half.

—Plates. Tea, coffee, chocolate and after-dinner cups and saucers. Chocolate and tea pots. Sugar and cream sets. Covered muffin and covered butter dishes. —Mayonnaise sets, marmalade jars, comb and brush trays, powder boxes, hair receivers, jewel stands, hat pin holders, water sets, cracker and cheese sets. —Chop dishes, salad and berry bowls, syrup jugs, covered mustards, sandwich trays, bon bon boxes, spoon trays, bon bon and olive trays, party sets, tea strainers, ice bowls, cake plates, celery trays, oyster plates, etc.

17 FINEST DINNER SETS—A CLEARANCE

—For the month-end clearance sale we offer fine imported English semi-porcelain and haviland and other French chinas at far below half.

—1 38-piece set Theodore Haviland (odd assortment) **$14.45**

—2 103-piece sets Theodore Haviland ..**$44.50**

—1 53-piece set L'Union Cramique ware.**$47.37**

—1 110-piece set L'Union Cramique ware.**$90.74**

—1 128-piece set L'Union Cramique ware **$106.54**

—1 128-piece set L'Union Cramique ware **$110.20**

—1 55-pc. rich gold Guerin chinaware..**$102.87**

—1 85-piece rich acid gold Guerin china..**$144.96**

—1 90-piece rich acid gold Guerin china..**$173.90**

—1 95-piece rich acid gold Guerin china..**$178.40**

ENGLISH

—1 48-piece set Whieldon ware, antique...**$30.70**

—1 59-pc. Whieldon ware, antique design..**$35.90**

—1 114-pc. set Thos. Till Old Swansea....**$48.89**

—1 126-piece Thos. Till Old Swansea....**$49.95**

—1 53-piece Maddocks' Crown Derby...**$34.85**

—1 93-piece Maddocks' Crown Derby...**$50.00**

—This is a rare opportunity to buy fine imported china for less than half.

Sixth Floor, Lipman, Wolfe & Co.

Venise Edges Insertions, 5c

—1000 yards of fine Venise edges and insertions in white, cream and black; also some black cluny in the lot.

Swiss—Cambric Corset Embd'y 25c

—300 yards Swiss and cambric corset embroidery in eyelet and closed patterns, 18 inches wide. Very special.

Remnants of Laces, Embroideries—15c Each

—1000 remnants of laces and embroideries of Val, Venise, all overs, insertions—also embroidery edges, beading and insertions.

Black Laces Venise, Cluny 45c

—Lace edges and banding, 3 to 4½ inch widths. Handsome patterns for trimmings and motif effects. Very greatly reduced for clearance.

—Second Floor: Lipman, Wolfe & Co.

Clean-Up of Women's Silk Stockings at 98c

—Odds and ends of women's fancy clocked and striped stockings in black, white and a few colors. Also a few pairs of plain black and white stockings. All have lisle garter tops and double heels and toes. Seconds of unusually good value.

—Street Floor, Lipman, Wolfe & Co.

Women's Silk Fibre and Lisle Stockings for 59c

—200 pairs of women's silk fiber and lisle stockings—black with ribbed and heavy tops and heavy spliced heels and toes. Reduced because there are only sizes 9 and 9½ in this lot. Very specially priced for quick clearance!

—Street Floor, Lipman, Wolfe & Co.

Odd Lots of Needlework

—Stamped pillow tops, pin cushions, baby bib sets, utility cases, laundry kits, **5¢**

—Dolly cases, dolls, writing pads, date books, aprons, pillow tops, **15¢**

—Knitting bags, baby quilts, companions, pillow tops, table scarfs, combing jackets, calendars, **25¢**

—Table runners, boys' suits, baby coats, centerpieces, **$1**

Ready-to-Use Table Runners 50c

—Made of cretonne and rep combined. Dark color combinations.

—Hand embroidered models to be closed out for very much less than half cost price.

—Centerpieces, couch cover, pillow tops, table runners, bed quilt, novelties, etc.

—Fifth Floor, Lipman, Wolfe & Co.

Flower Trimmings For Hats, Only 25c

—A selection of lovely posies for summer hats—many sold for more than double—repriced for quick disposal, at **25c.** —Third Floor Lipman, W. & Co.

Women's Athletic Union Suits 89c

—Women's athletic union suits with knitted piece set in back and crotch. Made of cross bar dimity. Sizes 34 and 44. **89c.**

BOYS' ECRU SHIRTS 29c

—Medium weight cotton. High neck, short sleeves. Sizes 28-30-32.

INFANTS' BANDS—ODDS, 25c

—Wool and wool and cotton mixture bands. Size 1. These are odds and ends, much below regular.

—Street Floor, Lipman, Wolfe & Co.

55 Collars and Vestees Slightly Mussed, 69c

—Fine Georgette Crepe, pique and cotton gabardine collars and vestees—flat and roll shapes—that are slightly soiled and mussed from handling—reduced to—in many instances considerably less than half!

—Street Floor, Lipman, Wolfe & Co.

Windsor Crepe Nightgowns Very Special at $1.65

—Genuine Windsor crepe gowns in the daintiest of light blue and pink striped patterns. These are in Empire style—one shirred and the other in yoke effect, with dainty ribbon and rose bud trimming. Exceptional at the price!

—Fourth Floor, Lipman, Wolfe & Co.