

Monoplane Wings Its Way For Europe

(Continued From Page One)

Byrd suddenly announced that despite the weather man's report he had decided to leave.

Immediately there was a great bustle of preparation around the hangar and runway and last preparations were made for the third time in a week. But this time the preparations seemed somehow to be more conclusive than before and the small crowd felt sure as dawn approached that they were to be more fortunate than thousands who have flocked to the field on other nights and been disappointed.

Tune Up Motors.
Everything went forward in a business-like manner and shortly before five o'clock Commander Byrd with his crew, Bert Acosta, George Norville and Bert Balchen, drove out to the plane. T. Harold Kinkade, the Wright motor expert, climbed aboard and tuned up the motors.

The crew waved a last farewell, climbed to their places and signaled to "give her the gun." A mechanic standing behind the plane slashed at the restraining rope as the engines roared and the great ship shot down the incline and whirred across the field in the misty light of a rainy dawn.

Rises Slowly.
Six-tenths of a mile it drove across the field and then slowly, as though the men inside were lifting her up by main strength, it floated up and soared into the air.

The take-off was the occasion for a rumor that Kinkade had stowed himself away as a fifth man in the plane. Yesterday afternoon Byrd had told him that he would like to have the motor expert along and Kinkade replied: "Well, you may find me there after you get away."

Later Kinkade confided to reporters that he intended to attempt to stow away and when he was not seen to descend from the plane after tuning up the motors it was believed that he had actually done so.

Arriving back at the hangar about half an hour after the America left the ground, Kinkade said a five pound tin of tea belonging to Commander Byrd made him decide to remain behind. Byrd and his crew, he said, checked over various supplies to see if room could be made for Kinkade. They discarded first the mud guards on the landing gear, then a pair of moccasins and two cans of oil.

"Then," said Kinkade, "they were about to throw off the commanders five pound tin of tea. That decided me. I figured they would need to save all the weight they could in order to buck the head-winds that are awaiting them off Newfoundland, I immediately came off the ship."

Disappointed.
"Cheer up," said a friend to him, "Maybe you'll fly back from Paris to this country."

"That's what I'm going to do," he answered. He added that he would sail for France today aboard the President Harding, taking with him spare parts for the "America's" motors.

A few minutes after the take-off the America appeared once more returning from the west and flying directly over the field on its way to France.

Confidence.
Left behind on the field were the wives of Byrd, Acosta and Noville. Balchen is not married. The wives all expressed supreme confidence in their husbands' ability to achieve their purpose and no tears were evinced at the moment of parting. The fliers themselves were jubilant at getting away at last after the long delay but their smiles were replaced with expressions of stern determination as they climbed to their place and the signal was given for the start.

Because of the late hour of the announcement concerning the take-off there was no such crowd at the



This is the giant tri-motored Fokker plane of the army, handled by Lieut. Albert Hagensberger, left, the navigator, and Lieut. Lester Maitland, pilot.

field as has gathered on previous occasions when there had been newspaper notices that a flight might be expected.

All Fine.
The first word from the fliers after they took off was received at 6 o'clock direct by radio from the plane. It reported "everything going fine" and was signed by Noville, who is flight radio man as well as engineer.

Acosta was at the controls on the take-off and Byrd was in the navigators cabin with oville and Balchen. Byrd stressed repeatedly throughout the long wait to start that speed was not of prime importance as he was not trying for any prize nor trying to beat any record.

"Lindbergh was an entrant for the Orteig prize," he said, "and Chamberlin and Levine were trying for a distance record. But this flight is for purely scientific condi-

tions and it would be foolish to lessen our chances of finding out what we want to know by rushing away to a hurried start."

After Information.
Byrd hopes to learn many facts concerning the general rules by which it is believed, winds over the ocean are governed for the use of future trans-oceanic aviators.

Despite his repeated assertions that he was in no hurry, however, it was generally believed that Byrd left when he did today, at least partly, because he felt that he was losing prestige. It became known that he was receiving in recent days many sarcastic letters and telegrams concerning the delays of his flight and it was thought these might have carried enough weight with him to tip the balance in favor of a take-off when the weather became fairly favorable.

Commander Byrd left without any

further information concerning his plans after reaching Paris. It has been variously rumored that he intends to fly back, that he will continue around the world, and that he will fly to several other countries after landing at Le Bourget field.

Byrd has repeatedly declined to confirm these reports, stating that

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any decision concerning flights in the America must come from Rodman Wannamaker, financial backer of the flight. Wannamaker himself has refused to divulge what his plans for the America are after Byrd lands at Paris.

Carrier Pigeon Sticks to Ship

PORTLAND, Ore., June 29. (UP)—The crew of the steamer Admiral Benson has adopted a carrier pigeon which refuses to leave the ship. The bird was released from the

vessel with four others. For the pigeons headed for their land loft but one bird circled to the ship and refused to leave.

Anyhow we're glad Lindbergh didn't fly to Germany. How amateur poets do you suppose have discovered suddenly "Lindy" rhymed with "Lindy"?



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50c Scott's Vegetable Tablets
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35c Perfection Milk Chocolate
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35c Owl Fabric and Glove Cleaner . . . Buy-Two for 39c

50c Grab Bags, guaranteed to contain more than 50c worth of merchandise
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75c Todco Hair Brushes
Buy-Two for 87c

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50c Captain John Orderleys
Buy-Two for 59c

50c Scott's Vegetable Tablets
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35c Owl Fabric and Glove Cleaner . . . Buy-Two for 39c

50c Grab Bags, guaranteed to contain more than 50c worth of merchandise
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