air was tense with expectancy, and there was no letdown as night came on. In all three hangars workmen were busy, and it seemed anybody's race between Lindbergh and Chamberlin, although Lindbergh said he did not believe he could get away for a day or two.

Observers at the field look to Lindbergh as a dark horse in the race, largely because of his spectacular flight east from San Diego and St. Louis, in which he set up a record for flying time between the two cities. No American pilot has ever attempted a flight of such length all alone. His elapsed flying time was about 21 hours, 20 minutes, as compared to the time of 26 hours 50 minutes established by Lieutenants Kelly and Macready in 1923. Lindbergh's boyish personality made an immediate appeal to the crowd also.

All day long everybody who was in a position to guess at the time set for the take-off was questioned again and again as to how soon the start would be. The Bellanca had been scheduled to start tomorrow at 2 o'clock in the morning, but the approach of Lindbergh and the possibility of clear weather over the Atlantic led Bertaud and Chamberlin to decide to go this morning if the bad weather had cleared in time.

Bertaud talked with James H. Kimball of the Weather Bureau and was told that reports from the Leviathan, about 1,500 miles out, were that clouds and rain with variable winds prevailed in that part of their course. The Azores, well to the south, reported rain also. There is an area of fog and low pressure to the southeast of Newfoundland. Added to that damp region is the menace of a low temperature of 35 degrees. Bertaud said he had seen ice form on a plane with a temperature of as high as 38 degrees, because of the altitude reached by the plane and its speed.

Will Wait for Light of Dawn.

While these things were being discussed animatedly wherever groups gathered it was announced that the start would probably not be at 2 o'clock in the morning, because of the danger in taking such a heavily loaded plane off in the dark. Instead, the fliers will wait until dawn, which is now about 5 o'clock, Daylight Saving Time.

The landing gear of the Bellanca was removed yesterday and mechanics worked late into the evening rigging it with slip bolts so that the pilots can drop the wheels if necessary. Radio engineers worked on a larger radio set, but Mr. Bellanca, who has sacrificed everything for the safety that lies in long cruising radius, said he did not know whether he would permit the heavier set to be used, as it would necessitate leaving some gasoline behind. The duralumin propeller which was tried out two days ago was removed and the wooden "prop" which pulled the Bellanca through the air on the fifty-one-hour endurance record was replaced.

While the Bellanca was hidden from view the radio generator was installed again. It had been taken off because it decreased the speed of the plane by three miles an hour, although it gave greater sending and receiving range to the radio set. To offset this loss of speed the landing gear was so fixed that it could be dropped if necessary. This would add about fifteen miles to the speed of the plane, and the net gain would be about twelve miles.

Can Land Without Wheels.

Chamberlin can easily land the plane without wheels, he thinks, by "pancaking" onto the field. This manouvre stalls the plane just above the ground and lands it with a crash. Inasmuch as Chamberlin can make the Bellanca do anything he wishes, as he proved when he landed on only one wheel without injuring the wings or fuselage, Mr. Bellanca has no doubt that his pilot can drop the plane at Le Bourget with no more serious consequences than a mild shaking.

Mrs. Bertaud and Mrs. Chamberlin, wives of the pilots, packed sandwiches, fruit and chocolate in containers again yesterday and filled vacuum bottles with coffee, water and milk, Chamberlin preferring milk to anything else. While they packed they chatted about the flight and both said they were so used to their husbands' attempting dangerous things that they were not worried, and were sure the Columbia would arrive safely and first.

Rubber Boat Put Aboard.

The emergency radio set for use if the fliers are forced down in the water was packed in waterproof oiled silk. Other supplies put aboard the plane were life preservers, blankets, batteries, flashlights and the rubber boat, which is collapsible and blown up by compressed air carried in a small container. The boat oars, tiny things, were laid out beside the plane.

Every time the door of the hangar opened there was a rush forward and necks were craned to see what was going on inside. One girl sent in urgent word that she must see Mr. Chamberlin. When he came out she cried:

"Oh, Mr. Chamberlin, there's something I want to know and I know you can tell me. Just what is it that makes the plane go up in the air and stay there?"

Chamberlin was so taken aback that he almost stuttered, but finally explained that it would take too long to tell her and slipped back into the hangar.

A good part of the afternoon he and Bertaud, however, moved about, chatting with friends, neither of them showing the slightest trace of excitement.

Lindbergh Gets a Welcome.

The pilots watched with interest the arrival of Lindbergh in his silver monoplane, which looks very much like the Bellanca. All the planes in the race are monoplanes and all use the same motor, the Wright J5. Chamberlin and Bertaud, with Mr. Levine, owner of the Bellanca, and Casey Jones, the famous Curtiss racing pilot, all ran forward to welcome Lindbergh when he taxied across the field, and posed with him fo the moving picture photographers.

While they were still shaking hands there was a roar in the sky, and the giant Fokker, Commander Byrd's plane, sailed into view, her three motors growling a deep-throated note, that beat with a curious, pulsing sound, due to the slight overlapping on the propellers. The America makes all the other planes look small, for her wing-spread is seventy-three feet.

The America left Hasbrouck Heights, N. J., where it was built in the shop of the Atlantic Aircraft Corporation, shortly before 6 o'clock on the forty-mile flight to Roosevelt Field. As it came in sight those about the Lindbergh plane craned their necks to look up at it as it swept in wide circles. It seemed like a liner of the air, but it is as graceful as a smaller ship.

The plane was piloted by Leroy Thompson of the Colonial Air Transport on its flight yesterday and in the cockpit with him were Lieutenant Bernt Balchen, who returned from Spitzbergen last Summer with Commander Byrd, and John McPhail, Fokker mechanic. Commander Byrd flew over in another plane with Bert Acosta, Lieutenant George O. Noville, Major C. H. Biddlecomb, Malcolm P. Hansen and R. B. C. Noordyn, Fokker engineer. The second plane was flown by Daniel Kline.

Byrd Plans Further Tests.

The America has not yet been turned over to the America Trans-Oceanic Corporation, which is sponsoring the flight, and will not be until after the factory test is completed, it was said yesterday. Then Commander Byrd will make tests of its load lifting capacity, gradually stepping up the load to its full 14,000 pounds. That will take a day or two, he thought. Commander Byrd's hand, which he broke when the America turned over on her first test flight, will not be out of bandages until Saturday.

Grover Whalen, Mr. Wanamaker's representative, met the plane at Roosevelt Field and said that the manufacturer would make tests before the plane was accepted.

"Until that time neither Commander Byrd nor his associates will ride the plane either as passengers or to make the tests," he said. "Under no circumstances will there be any change in Mr. Wanamaker's plans to make a flight in the interests of science and then only after every safety precaution has been taken."

The plane was in the air about forty minutes yesterday and made about 100 miles an hour. As soon as it came down and was run sideways on a track into the hangar—the only way to get it in because of its size—the engines were inspected by Thomas H. Kinkade, engineer of the field service of the Wright Aeronautical Corporation, who had charge of Commander Byrd's engines on the North Pole expedition last year.

There was a Wright engineer for every plane last night, looking over the motors. Kenneth J. Bodecker, who had charge of Lieut. Commander Noel Davis's engines up to the time of the fatal crash, spent his time on the Bellanca engine, and Edward Mulligan, went to work on Lindbergh's engine as soon as the plane was in the hangar.

A request has been cabled to Raymond Orteig, donor of the $25,000 prize for the Paris-New York flight, that he make the prize open to Chamberlin or others who remain in flight the necessary time to reach Paris while searching for Nungesser and Coli, the missing French aviators. The request was made by N. M. Hulings, P. N. Charbonnet and Winston P. Henry, according to a telegram they sent to THE NEW YORK TIMES last night.

HOPE FOR SAINT ROMAN IS ALMOST ABANDONED

Search Discloses Nothing of the French Flier Who Disappeared in Brazil Hop a Week Ago.

DAKAR, Senegal, May 12 (AP).—Hope for the rescue of Captain Saint Roman and Commander Mouneyres, the French aviators who left St. Louis, Senegal, a week ago today for Pernambuco, Brazil, and have since disappeared, has all but been abandoned here.

Several vessels arriving at Dakar from Rio Janeiro and Pernambuco, after passing through the zone where it had been hoped the aviators might be found, reported no trace of the missing airmen.

Contrary to reports from Pernambuco, the search has thus far been made in the vicinity of Cape Verde, the belief being that the aviators must have been lost somewhere off the South American coast.

Captain Saint Roman's plane had a radio sending set with a wave length of forty-two meters, but its distinguishing letter "F" could not be picked up except by powerful shore wireless stations.

The aviators carried several boxes of canned provisions and bananas with them. They had fifteen quarts of water and a supply of coffee.

AIR MAIL SOON FOR CANADA.

Planes Will Take Letters From Father Point to Quebec.

Special to The New York Times.

OTTAWA, May 12.—Beginning Sept. 1 the Canadian air force will carry the European mail from Father Point, the first point on the St. Lawrence touched by incoming liners, to Quebec, reducing the time of delivery of European mail to twenty-four hours. All letters will be landed at Father Point.

If this experiment is successful, the service will be extended in May to the Pacific, where planes will take mail from incoming vessels at the Quarantine station at Vancouver Island and deliver it at Vancouver City. There will also be tests with an air mail service between Quebec, Montreal, Toronto and Ottawa.

The last session of Parliament appropriated $75,000 for testing the value of airplanes as mail carriers.

SEVEN HEARD PLANE AT HARBOR GRACE

By SIR PATRICK McGRATH,

Continued from Page 1, Column 5.

seaplane station and she was thus familiar with the sound of these engines. She says that when she heard the noise she rushed to the nearest window to look up and see the machine, but this window being a small one, she rushed to the other which was longer and looked out, but she saw nothing. She says that then it occurred to her, she not knowing of the Nungesser flight, that there could be no airplane in the vicinity and she said to herself:

"How absurd of me to expect an airplane here."

Mrs. Margaret Whittle, working as a charwoman with Mrs. Hinton, was in the kitchen at the time and heard a loud noise, causing her to remark to herself:

"What can they be doing upstairs."

Her idea was that some furniture was being pushed about.

Mrs. Elizabeth Munn, wife of Robert Munn, a merchant of this place, says she was feeding her chickens in the garden when she heard the noise. She is sure it was an airplane. She declared the sound was so violent that it frightened the chickens and they ran for shelter to the barn.

After a personal talk with these witnesses I am disposed to think it quite possible that the airplane passed over Harbor Grace Monday morning.

START NEWFOUNDLAND HUNT.

Man Who Heard Plane Among Volunteers at Harbor Grace.

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Special Cable to THE NEW YORK TIMES.

HARBOR GRACE, N. F., May 12.—Peter O'Brien, one of those who heard an airplane pass over Harbor Grace Monday morning, was one of the volunteer search party which started today to search this section of Newfoundland for the missing French transatlantic fliers, Captains Nungesser and Coli.

The old homestead farm on St. Jetton's Hill, where Peter O'Brien believes he heard the plane of the French, is on a hill to the northwest of Harbor Grace, overlooking the waters of the Atlantic Ocean to the north and east, the waters of Conception Bay and Harbor Grace to the south and a stretch of wooded and uninhabited land to the west which continues untrodden except by lumbermen from January to March.

From O'Brien's farm to Greens Harbor across this neck of land, a distance of fourteen miles as the crow flies, there is one large stretch of water known as Ocean Pond, about eight miles long and four wide. This lake is about five miles from the shores of Trinity Bay. Several smaller lakes are scattered over the same area on the Harbor Grace side of Ocean Pond.

If the airmen were brought down in the wooded or lowlands of this section, there is no possible chance of any person seeing them until the search parties find them. If the high land to the south saw their landing, their chances are better, as it is open country to the west of Spaniards' Bay.

O'Brien was watering his cattle a few hundred yards from his home when he first heard the aircraft. The clouds were so low it was not possible to see the hills three miles distant. O'Brien thought the plane was Major Cotton's, as he had heard of him going north some time ago. O'Brien spent a little while endeavoring to locate the flyer. The working of the propellers was clearly heard by him, especially when the machine seemed overhead, slightly to the northwest. After two minutes, he estimated, the working of the ship was lost to him in a south-westerly direction.

This would make it appear the plane came in from the Atlantic 100 miles or more north of the shipping line, crossed to Avalon from Trinity Bay and was taking a course toward Placentia Bay, practically a direct course to New York over St. Pierre.

NOVA SCOTIA REPORTS PLANE.

Fishermen Say Craft Was Crossing Bay of Fundy.

HALIFAX, N. S., May 12 (AP).—The correspondent of The Halifax Herald, in Freeport, Digby County, reported tonight that two lobster men told him they had seen an airplane pass over St. Mary's Bay early last Monday morning. They stated they had only a brief glimpse of the plane through the morning mist. It was heading in a westerly direction across the mouth of the Bay of Fundy.

Another fisherman, unidentified by the correspondent, also reported seeing a plane. The lobster men said the plane they saw was following a course similar to that of the British dirigible R34, which passed over the Bay of Funday on its round trip from England to America in 1919.

St. Mary's Bay is about 600 miles southwest of Harbor Grace, where seven persons heard a plane Monday forenoon.

OTTAWA, Ontario, May 12 (AP).—Commenting on the report that an airplane had been seen passing over St. Mary's Bay Monday, Air Board officials said tonight that no Canadian air craft was flying over Nova Scotia on Monday. It was, therefore, possible, they thought, that the plane might have been the Nungesser craft.

They commented, however, that the plane seen over Nova Scotia could not have been the same one which seven persons have said they heard over Newfoundland that morning, because it would take from two to three hours to fly from Harbor Grace to St. Mary's Bay.

DEDUCE LANDING IN LABRADOR

Navy Hydrographic Experts Report on French Fliers' Course.

Special to The New York Times.

WASHINGTON, May 12.—Captain W. S. Crosley, Chief of the Navy Hydrographic Office, today submitted to Secretary Wilbur a report, prepared by two hydrographic experts who have concluded that the French aviators, Captain Nungesser and Captain Coli, probably landed in Labrador, barring a forced descent at sea, and in that event may not be heard from for two or three months.

The experts stated that a careful examination of weather and other records in the area traversed "shows that the wind conditions existing at the time of the flight were the very best that could be hoped for."

The two officers were Lieutenant Earl H. Kincaid, meteorological expert, now engaged in static and atmospheric research work, and Lieutenant Logan C. Ramsey, naval aviator, attached to the hydrographic office in charge of aviation chart construction. Lieutenant Ramsey declared that the wind conditions generally "could not have been better in ten years for an east-to-west flight."

If they were forced down at sea the chances of the Frenchmen being found alive are "one thousand to one," in the officers' opinion. They believe, on the other hand, that if the fliers were surprised by reaching Labrador in the night it was likely that they alighted on one of the many lakes in that thinly populated country.

Deduce Coli's Course.

The conclusions of the hydrographers was based on the assumptions "that the flight was not interrupted by engine trouble and that the course flown was the course determined upon at the start." A chart showing the atmospheric depression east of Newfoundland and the strength of the wind from the southeast was used by them in making their deductions.

The officers also assume that the sighting of the White Bird at the mouth of the River Shannon in Ireland indicated that the navigator, Captain Coli, was carrying out his announced intention of following a modified great circle course to take advantage of weather conditions.

"The course that Coli started to follow," the report stated, "was a great circle course from Paris to Latitude 55 degrees north, Longitude 20 degrees west and then to Latitude 55 degrees north, Longitude 40 degrees west and from this spot in midocean a second great circle course to New York City.

"One point that is rather important is the fact that a great deal of the pessimism about their fate is caused by the failure of ocean steamers to sight the plane. But the route they probably followed, being so far to the north of the usual transatlantic steamship lanes, crossed only the lesser traveled Canadian routes of Malin Head to Montreal and New York to Scotland Firth in only two points and these were in the following positions: Longitude 21 west, Latitude 54 degrees 30 minutes north and Longitude 26 degrees 10 minutes west, Latitude 54 degrees 50 minutes north.

"However, by following these courses, he believed that he would insure favorable winds through his entire route and would pass to the northward of an atmospheric depression just off the coast of Newfoundland. This probable assumption could have been based upon weather advices from the United States Weather Bureau to the effect that the fliers have favorable winds in pursuing such a course, which assumption was entirely justified by actual conditions.

Conditions Probably Encountered.

"If this is correct and the French aviators were not forced down, the following is a description of conditions probably encountered. After leaving Paris a gentle following wind of approximately 12 miles per hour aided them for about the first third of their journey. In about longitude 31 west the wind began shifting slightly to the southeastward and increased in force gradually until darkness. Up until this time, navigator of Coli's known ability would be taking into consideration the northward drift due to the wind and would make allowance for it, thus maintaining his exact course.

"At about darkness he began to come under the influence of the atmospheric depression off the coast of Newfoundland, which had not moved to the east as much as he probably hoped. A little while after darkness, still assuming him to be carrying out the modified great circle course, he would have changed his course to the southward. However, about this time a gradual increase of wind which might have been imperceptible in the darkness and which was probably encountered about this time, may have blown him off his intended course to the northward.

"If the fliers continued in this fashion they would have come closer to the centre of the depression, but still would have had favorable winds. The increase in the velocity of the winds, the lowering clouds and intermittent squalls might have prevented them following the intended course or they may have shifted the course at this point to the northward purposely to avoid the storm centre. In addition, they had announced that in case of bad weather they might change their destination from New York to Montreal.

"In either of these two cases, still assuming them to be in the air, they probably encountered the coast of Labrador about midnight Sunday night or shortly after. It is well to call attention at this time to the fact that passing close to the centre of an atmospheric depression the clouds would be low, and if flying underneath, as they undoubtedly were, they would be flying at an altitude not much greater than 1,000 feet. In this connection it might be well to note that due to the decrease in atmospheric pressure from that existing when the flight began their altimeter would give a false reading at from 1,000 to 1,700 feet, depending upon the barometric pressure they actually encountered.

"Their best chance of survival, the one to which, knowing the courage and resourcefulness of Nungesser and Coli, we cling as our last faint hope, is that Nungesser made a safe landing in one of the many lakes which dot the interior of Labrador. If this be true, weeks or even months may pass before they are able to make their way to civilization. When they do, as we believe they will, their welcome will be a mighty one."

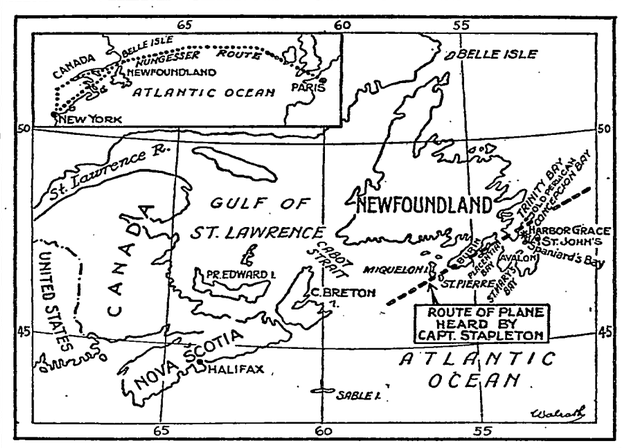
"What this actual pressure was we can only estimate, but it is quite possible their altimeter may have indicated a height of 3,000 feet, when in reality they were probably flying less than 1,500 feet above the water. In the darkness they probably were not expected to sight land so early and might have passed over the coast line and proceeded inland without knowing it.

"In this case, quite a number of possibilities are apparent. First, they may have continued on until daylight and discovered themselves inland over an unknown country; second, they may have been forced down by stress of weather inland; third, they may have crashed into the side of a mountain.

"Labrador, along the part of the coast they probably encountered, is a plateau 500 to 2,000 feet high, rising rather abruptly within a few miles of the coast. There are some mountains as high as 2,500 feet at the coast line. Inland it is a rolling country, and many ridges and hills rise 500 feet or more above their surroundings, but in the depressions between the ridges are many lakes. The entire country is well wooded.

"Although discovered early, detailed information about the interior of this desolate land is lacking. Jacques Cartier in 1534 called it 'the land God gave Cain.' Lieutenant Roger Curtis in 1680 describes it as a 'country formed of frightful mountains, a prodigious heap of barren rock.' The description of Major Cartwright in his diary of 1786 is probably the best of all: 'God created that country last of all and threw together there the refuse of His materials as of no use to mankind.'

"Along the coast of Labrador as far south as Cape Race fields of ice, icebergs and growlers are present, and Belle Isle Strait is still blocked with ice. In case the intrepid airmen were forced down in this area their chances of survival are small. If they encountered the coast of Labrador in the dark is it is quite probable they crashed against the side of a mountain, as did Major Martin on the 'around the world flight,' particularly in view of a false indication by their altimeter, due to the decrease in barometric pressure."



New zest has been added to the hunt by new reports of a plane heard over Newfoundland Monday. Experts in Washington figure the Frenchmen may have landed in Labrador.

SEARCH IS KEPT UP FOR FRENCH FLIERS

Coast Guard Intensifies Efforts to Get Track of Missing Nungesser and Coli.

With the French transatlantic fliers, Captain Nungesser and Captain Coli, more than eighty hours overdue, and no word as to their fate, the search for them continued yesterday unabated on land and sea.

Word was received from Lakehurst, N. J., that the proposed flight of the dirigible Los Angeles in search of the missing fliers had been held up on account of adverse weather conditions. A cross hangar wind, local showers and poor visibility kept the airship in the hangar. If the weather is propitious today the Los Angeles will fly over the coast and out to sea for a considerable distance in the hope of obtaining some information of the French aces.

The search spread from the Maine coast to inland wilds of Newfoundland. Navy seaplanes three abreast and in wide formation passed back and forth over Atlantic City, part of a squadron of twenty-one planes scanning the seaboard from Hampton Roads on up through the Hudson River Valley in the hope of finding the missing aviators.

WASHINGTON, May 12 (AP).—Although handicapped by a murky fog over the North Atlantic, the Coast Guard pursued today its quest for the missing Nungesser-Coli plane and added another ship, the cutter Kickapoo, to the rescue fleet, which already numbers more than forty vessels.

The Coast Guard efforts were mainly at sea, but the cutter Tampa reported to headquarters that she was proceeding to Halifax for re-fueling and should reports that a plane was heard over Placentia Bay, Newfoundland, be verified she would probably be available for whatever rescue work she might be fitted for.

The Kickapoo will base on Rockland, Me., and join in the scouring of waters adjacent to that port. The Modoc reported today that she had searched a large area in the vicinity of the Grand Banks and had requested all ships to broadcast any information regarding the French fliers.

Commanders of the Coast Guard rescue forces are under orders to do whatever is necessary to further the success of their missions.

Use of an amphibian plane in the Newfoundland area has been under consideration at Coast Guard headquarters. The Mojave, sister ship of the Tampa and Modoc, is being fueled to capacity at Boston, and it is expected that one of the planes will be carried into mid-Atlantic with her. She will carry enough fuel to cross the Atlantic, and will enlarge the circle within which the Coast Guard is working.

OTTAWA, Ont., May 12 (AP).—Two Canadian Government patrol boats were cruising in the waters between Canada and Newfoundland today with special instructions to keep a sharp lookout for the missing French airmen. All wireless and signal stations have also been instructed to be on the watch.

EXPERT SEES HOPE FOR FRENCH FLIERS

Commander Fitzhugh Green Analyzes Chances of Rescuing Nungesser and Coli.

THIRST GREATEST PROBLEM

But If Still Afloat He Thinks Life May Well Be Tolerable for Many Days Yet.

By Commander FITZHUGH GREEN, U. S. N.

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So many explorers and fliers have been given up for lost in recent years that one cannot but hold out real hope that Nungesser and Coli are still out there on the ocean pluckily waiting for rescue.

None thought we should ever see brave Hawker again when in 1919, like the Frenchmen, he hopped off for Europe and disappeared into the mists of the North Atlantic. Silence veiled his fate; then, days later, he had a thrilling tale to tell.

John Rodgers laughed grimly when he told me how they sat in their transpacific plane and listened by radio to the world, "with regret giving up all idea of ever seeing our brave navy pilots again."

Jack Towers, Commander, U. S. N., and one of our first and greatest pilots, after describing his long wait afloat in a sinking plane off the Azores when the navy unit finally got Read across for the first flight to Europe, said to me:

"You don't realize how empty the ocean is until you are out on it waiting for rescue."

Facts make it perfectly possible for Nungesser to have safely piloted his ship to the surface of the sea last Monday morning. It is possible to demonstrate mathematically that there were tens of thousands of square miles along his route in which he could have landed and drifted off the traffic lane before any vessel could have come within sight of him.

May Be Alive; Can They Be Found?

The outlook, therefore, is still hopeful that the Frenchmen are alive. The chance of their being found is not so great. It is pure chance and nothing else.

This statement is a matter of geometrical fact. For it can be shown by plotting on a chart that to cover even the probable locations and times of the drifting White Bird would require a force of some 300 fast naval vessels piloted by trained naval tacticians working for a period of not less than two months.

There is every reason to believe that Nungesser may have made a safe landing on the water. He flew at a good altitude; the weather was not good, nor was it very bad; he was a trained pilot, and he knew what to expect. Stalling his engine is believed by aviation experts to be by far the most likely cause for his being forced down. This, with his altitude, would give him time to volplane down, turn into the wind and settle on the sea's surface with a minimum of damage to his machine.

Coli was, by birth and bringing up, a seafaring man. He would know that the first thing to do would be to get out a sea anchor. There is said to have been such an item in the plane's equipment. Probably it was a small canvas cone attached by a bridle and line to the bow of the fuselage. This would keep the plane's head to wind and sea. If there were no regular sea anchor one could easily be rigged by making fast some clothing and wreckage in a bundle and paying it out several fathoms.

When dawn came, or the plane were made as secure as possible, the wings might be cut away. To take off from the ocean would be quite impossible on account of the ground-swell, even if no sea were running. Possibly the engine was also cut adrift. Leaks could be patched with wads of clothing if they were large and with medical adhesive plaster if they were small.

Thirst the Gravest Problem.

There was almost no food in the plane. Both men realized this. Yet no doubt both men were famished when they came down. They had very little sleep before the take-off, and the strain and exposure of the flight would have created a stinging appetite. But they cannot pamper it. It may be many days before succor comes. They must husband every ounce of food. Two meals a day is now their ration, if they are alive; and each meal can be no more than a mouthful.

This may change when Coli catches a fish. He took a hook and line aboard the last thing he did before hopping off. A bit of colored cloth smeared with some of the caviar they had would make good bait. One of the coarse fishes, such as a small shark or porpoise, may be landed almost at once. This will put them out of danger of starvation for as much as two months.

Thirst will be their greatest problem provided the weather remains reasonably fair. They had a filter aboard for making salt water fresh. Such a filter is not very serviceable. Salt in brine is not ordinarily filterable; it has to be removed by distilling the water. Castaways have in the past rigged a still out of their engine parts. Nungesser is the kind of mechanical expert who would do just this.

Hull the Weak Point.

This is the season of the year when good weather begins and lasts for long periods. We can picture the two men in a craft only a little smaller and less seaworthy than the one in which their brave countryman, Gerbault, crossed the Atlantic not many months ago.

If they catch a fish occasionally and if they save a little of their fuel and distil fresh water, they may conceivably go on so long as their fuselage keeps afloat.

To the mariner this hull is their weak point. Constant punishment of the seas on fabric unsuited to such attrition may ultimately leave them clinging to their air-filled tanks surrounded by the shreds of what had been their vessel. In this case they would die of bodily exposure to sun and sea.

Meanwhile it is far too early to give up hope.

THREE PILOTS DISCUSS FLIGHT AT GARDEN CITY

Bankers Desert Meeting in Eagerness to See Fliers on Hotel Porch.

The three pilots who seem likely to get away first on the transatlantic flight, Lloyd Bertaud, Clarence Chamberlin and their rival, Charles A. Lindbergh, stood on the porch of the Garden City Hotel last night discussing the flight. There was a bankers' meeting at the hotel, but finance was forgotten as the bankers clustered about the three daring fliers.

The pilots discussed the possibilities of what had happened to Nungesser and Coli, the French pilots, as nonchalantly as though they might not themselves be facing similar disaster in a day or two. The financiers listened with evident wonder at their quiet and unassuming courage.

Meanwhile out on the flying fields were scores of automobiles. They littered both Curtiss Field, where the Bellanca and Ryan monoplanes were, and Roosevelt Field, where the big three-motor Fokker rested. Scores more were parked along the roads, while their owners stood about watching mechanics at work and talked of the flight. It was an unusual spectacle on a flying field, for perhaps never before has there been such interest in a long distance contest.

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HOPE EBBS IN PARIS FOR MISSING AIRMEN

Continued from Page 1, Column 6.

vailed on both sides of the Atlantic. According to the chart prepared by Captain Coli just before the start fair weather was counted on during the greater part of the trip.

Admits Weather Reports Incomplete.

General Delcambre, Chief of the Weather Bureau, who has been issuing daily statements in an effort to meet the attitude of the public, gave out another one today. In it he admitted for the first time that "full reports" were not available at the moment the aviators took the air.

"As a matter of fact I didn't request weather information from the United States Weather Bureau concerning the North Atlantic at the time of the flight," says the General. "There were three reasons: First, lack of time. Second, the American bureau concerns itself largely with the Pacific Ocean and gives little attention to Eastern points. Third, the French national weather office hasn't much money.

"It spends 800,000 francs yearly for its telegrams, and that is not sufficient. To have complete reports from the American Weather Office would have required additional funds, which in the present state of our budget could not be arranged."

From the foregoing it may be concluded that the airmen went to their fate in the Atlantic only partly armed with the vital knowledge they should have had. The sheer sporting character of their dramatic adventure becomes more and more apparent as the real truth is disclosed.

Then, again, every one has begun to ask why wasn't some sort of wireless taken in view of the possibility that the plane might fall miles off the Atlantic shipping lanes? Captain Coli, before leaving, explained this himself by saying that it was not only dangerous, in view of the character of the plane and the huge amount of fuel taken, but that the extra weight might have been a reason for the plane being unable to take off. The fact that it might also have thrown his compass out of gear and thus brought the voyage to disaster was another of the reasons he advanced.

Having given themselves over to these and other gloomy considerations, Parisians have found but three scanty rays of hope remaining: First, having lighted on the ocean and survived the storms, the airmen are now waiting to be picked up; second, surprised by unexpected storms, Captain Coli may have changed his course to a more northern route and then due west to Labrador, where they aviators may now be in some isolated spot far from human habitation; third, with its fuel exhausted, the drooping White Bird may have come down on the broad expanse of islands and sea forming the Gulf of the St. Lawrence.

The War and Navy Departments of the French Government are continuing their search with ships and planes, but still without news. Leon Nungesser, a brother of the lost airman, was an anxious passenger on the French naval ship, Ailette, which explored without success the Channel and the Coast of Ireland. In his opinion the only hope of ever finding his brother lies in the chance that he traversed the greater part of the Atlantic.

"If the plane came down on this side of the Atlantic or in the Channel, it must have sunk immediately," he said.

As an indication of the present hopelessness of the French, the bulletin boards, which until yesterday attracted large crowds, are practically deserted tonight.

Lecointe and Doisy Still Hopeful.

PARIS, May 12 (AP).—Although a majority of the French public have all but given up hope for Captain Charles Nungesser and Captain François Coli, a few of their air brothers-in-arms, knowing at first hand the wartime courage and endurance of the transatlantic fliers, refuse to believe that even the mighty ocean has conquered them.

Sadi Lecointe, who was Captain Coli's partner in a Mediterranean flight in 1920, and Captain Pelletier Doisy are among those still clinging stubbornly to hope that the aviators were safe.

"François' sky science, his coolness and clear-sightedness have always pulled him out of trouble in the gravest hours," Lecointe said. "Moreover he was with the most courageous and most energetic of men—Nungesser. I cannot believe that the White Bird will not be found. I am still hopeful, despite everything."

The eyes of all France today turned toward Newfoundland in the vague belief that a clue to the mysterious disappearance of the French airmen would be found there in the report that the motor of an airplane had been heard there early Monday morning. A dispatch received in Paris at 6 o'clock tonight from St. John's, N. F., stated that several persons who claim to have heard the airplane had told stories that agreed fundamentally.

Mobilization of American, Canadian and British air and naval forces in the endeavor to rescue the French fliers was much appreciated by the French public, and the anti-American sentiment at first displayed is no longer apparent.

The French Aeronautic Service received a telegram from the French Consul at Dublin today, saying the Free State's inquiry had established beyond a possible doubt that the Nungesser transatlantic plane crossed Ireland from Lismore to Carrigaholt, and was last seen at the latter point at about 11 o'clock Sunday morning.

Captain Fried Watched in Vain.

CHERBOURG, France, May 12 (AP).—Captain George Fried of the United States liner President Roosevelt, which arrived here late today, expressed regret that Captain Nungesser had not followed the steamship routes and had not indicated his exact route on his transatlantic flight.

"I would have made it my greatest pleasure and duty, with the authorization of my company, to go and find them and would have been ready to go from 100 to 200 miles out of my way. At the moment when the plane might have passed over us, I calculated that we were in midocean. I counted on seeing it between 8 and 12 o'clock Sunday night. We watched vigilantly, but saw nothing."

Captain Fried, who rescued the crew of the British freighter Antinoe, which foundered in mid-Atlantic in a heavy storm more than a year ago, said that a powerful wind was blowing Sunday morning and afternoon, followed by a light rain Monday morning. Redoubled winds also occurred then, but later died down.

PLYMOUTH, England, May 12 (AP).—The French liner France left this morning under orders to follow the route supposed to have been taken by the aviators.

BAD WEATHER SWEEPS WEST HALF OF OCEAN

Fog, Wind and Heavy Seas Reported Making Flying Conditions Poor.

Unsettled weather, with fog and wind and heavy seas, blew down from Greenland yesterday until late in the afternoon the Weather Bureau announced that over the entire western half of the North Atlantic conditions were unfavorable for flying.

Coming soon after Wednesday's announcement of clear weather all the way across, the Weather Bureau's news was a disappointment to those who had been watching for favorable flying conditions. Forecaster James H. Scarr and his first assistant, James H. Kimball, based their gloomy predictions not only on reports from the American and European mainlands, but from nine ocean liners which sent radio reports on their way across the Atlantic.

The steamship weather reports, wirelessed to the Radio Corporation of America and forwarded to the Weather Bureau, told a consistent story of bad weather all seas. Nearest to the Grand Banks was the Italian liner Roma, which reported "cloudy." The Columbus, Aquitania and Berengaria, strung out to the east of the Roma, sent in the same reports.

The Red Star liner Lapland reported that it had run into a dense fog and was proceeding slowly. The Scandinavian-American liner Stavangefjord reported a moderate fog; the Minnewaska told of plowing through rough seas, with a heavy swell; the Pennland reported cloudy skies. Furthest east of all was the Leviathan, almost half way across the ocean, at longitude 27 degrees West, which reported "partly cloudy."

The eastern half of the North Atlantic, according to the Weather Bureau, is still clear, with conditions favorable. Forecaster Scarr was unable to predict which way the storm area would move—whether it would spread still further over the ocean or retreat to Greenland and the Arctic regions.

REWARD FOR LOST FLIERS.

A. L. Filene, Boston Merchant, Offers $1,000 to Their Finder.

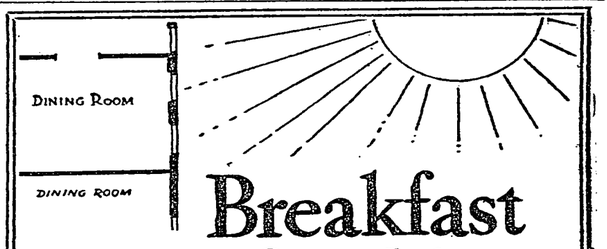
A. Lincoln Filene, the Boston merchant, offered last night through his attorney in New York, Meyer Bloomfield, a reward of $1,000 to the person or persons whose search for the missing French fliers results in their discovery or rescue.

At his home, 490 West End Avenue, Mr. Bloomfield handed to a NEW YORK TIMES reporter Mr. Filene's written authorization to offer the reward in his name.

"In this hour of agony of the French people," Mr. Bloomfield quoted Mr. Filene as saying, "the prompt action of our Government, our shipping people, and many others in seeking a clue to the lost fliers and attempting a rescue indicates America's admiration of French spirit and French heroism.

"Should the flyers be found or come over here, their reception would break all records and none would be more happy to see them, I feel certain, than the men at Curtis Field.

"If this offer should encourage further practical efforts of a like nature, I should be glad to have my contribution added to any fund set up for the purpose mentioned."



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