

Air was tense with expectancy, and there was no letdown as night came on. In all the hours before the race were busy, and it seemed anybody's race between Lindbergh and Chamberlain, although the latter was not believed to 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 time and distance. No American pilot has ever attempted a flight of such length all alone. His elapsed flying time, compared to the time of 26 hours 50 minutes established by Lieutenants Kelly and Macready in 1923, Lindbergh's own personal tally made an immediate appeal to the crowd also.

All day long everybody who was in a position to guess as to the time set for the take-off was questioned again and again as to how soon the start would be made. It was not until 10 o'clock in the morning, but the approach of Lindbergh and the possibility of flying to the eastward in a 20 minutes flight, compared to the time of 26 hours 50 minutes established by Lieutenants Kelly and Macready in 1923, Lindbergh's own personal tally made an immediate appeal to the crowd also.

**Will Wait for Light of Dawn**  
While these things were being discussed animatedly wherever groups gathered it was announced that the start would be made not before 2 o'clock in the morning, because of the danger in taking such a heavily loaded plane in the dark. Instead, the fliers will wait until dawn, which is not about 5 o'clock, daylight saving time.

The landing gear of the Bellanca was removed yesterday and mechanics spent late hours of the afternoon fitting it with slip bolts so that the pilots can drop the wheels if necessary. Radio engineers worked on a larger radio set for the Bellanca, which has sacrificed everything for the safety that lies in long cruising ranges, said he did not know whether he would permit the heavier set to be used, as it would necessitate leaving some gasoline behind. The durulum propeller was removed and the wooden "prop" which pulled the Bellanca through the air on the fifty-hour endurance record was replaced.

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

**Can Land Without Wheels.**  
Chamberlain can easily land the plane without wheels, he thinks, by "pancaking" onto the field. This manoeuvre stalls the plane just above the ground and lands it with a crash. Inasmuch as Chamberlain can do this, he is confident he can land the plane as he proved when he landed on only one wheel without injuring the wings or fuselage. Mr. Bellanca also has a pilot's car drop the plane at Le Bourget with no more serious consequences than a mild shaking.

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 a small pack of batteries, flashlights and the rubber boat, which is collapsible and blown up by compressed air carried in a small container at Vancouver Island and delivered 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 the value of airplanes as mail carriers.

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**Lindbergh Gets a Welcome.**  
The pilots watched with interest the arrival of Lindbergh in the silver monoplane, which looked very much like the Bellanca. All the planes in the race are monoplanes and all use the same motor, the Wright J5. Chamberlain and Bertaud, with Mr. Levine, owner of the Bellanca, Casey Jones, the famous Curtis racing pilot, all ran forward to welcome Lindbergh when he taxied across the field, and some of the moving picture photographers.

While they were still shaking hands there was a roar in the silver monoplane, which looked very much like the Bellanca. All the planes in the race are monoplanes and all use the same motor, the Wright J5. Chamberlain and Bertaud, with Mr. Levine, owner of the Bellanca, Casey Jones, the famous Curtis racing pilot, all ran forward to welcome Lindbergh when he taxied across the field, and some of the moving picture photographers.

**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, which is the only way to get it in because of its size—the engines were inspected by Thomas H. Kinkade, chief engineer of the field service, and by a flight instructor of the Aeronaautical 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. Bodeker, who has charge of Lieutenants Kelly and Davis's engines up to the time of the fatal crash, spent his time on the Bellanca engine, and Lindbergh's engine as soon as the plane was in the hangar. A request has been called by Raymond K. Adams, chief of the American Overseas Air Line, for the plane to be used for the Paris-New York flight, that he make the prize open to Chamberlain or others who remain in flight the necessities of a flight to Europe.

## 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 yesterday from the Brazils reported that after passing through the zone where it had been hoped the aviators might be found, reported no trace of the missing fliers.

Contrary to reports from Pernambuco, the search has thus far been made in the vicinity of Cape Verde, the belt of islands in the Atlantic. There have been lost somewhere off the South American coast. The Bellanca Roman's plane had a radio sending set with a wave length of forty-two meters, but its distinguished letter "R" could not be picked up 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.

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 at the Quarantation 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 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 closed she turned round the other which was longer and looked out, but she saw nothing. She says that then it occurred to her, in the knowledge 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 heard the sound of the engines which it frightened the chickens and they ran for shelter to the barn.

## START NEWFOUNDLAND HUNT.

### Man Who Heard Plane Among Volunteers at Harbor Grace.

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. Jettion's Hill, where Peter O'Brien lives, is on a hill to the northeast 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 are a stretch of wooded and uninhabited land to the west which continues unbroken except by lumbermen from January to March.

From O'Brien's farm to Greens Harbor across this neck of land, a distance of four miles, there are no other fliers there is one large stretch of water known as Ocean Pond, about eight miles long and four wide. This lake is the only one of its kind on the shores of Trinity Bay. Several smaller lakes are scattered over the same area on the Harbor Grace side of Ocean Pond.

If the aviators were brought down in the wooded or lowlands of this section, there is no possible chance of their being seen. The search parties find them. If the high land to the south saw their landing, their chances are better, as it is open country and they would be seen.

O'Brien was watering his cattle a few hundred yards from his home when he saw the plane. He saw it in the clouds very low so it was not possible to see the hills three miles distant. O'Brien thought the plane was Major Burt's, but he was wrong.

## NOVA SCOTIA REPORTS PLANE.

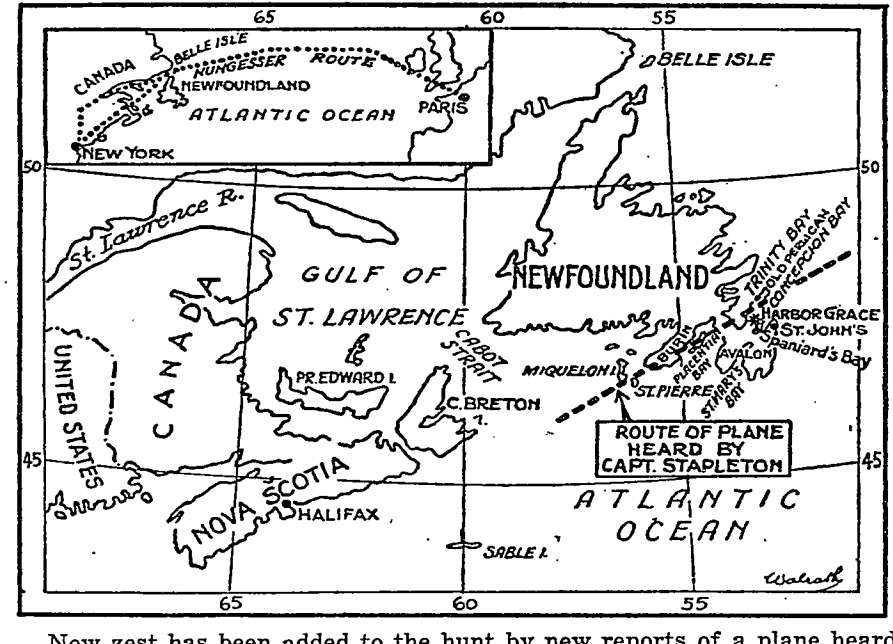
### Fishermen Say Craft Was Crossing Bay of Fundy.

HALIFAX, N. S., May 12 (AP)—The correspondent of The Halifax Herald in Freeport, Digby County, reported tonight that two lobstermen 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 name, said he was sure he had seen a plane flying over the Bay of Fundy. He said he was sure he had seen a plane flying over the Bay of Fundy. He said he was sure he had seen a plane flying over the Bay of Fundy.

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## AREA WHERE SEARCH FOR NUNGESSER CENTRES.



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.

The correspondent, also reported seeing a plane. The lobstermen saw the plane they saw on the following course similar to that of the British dirigible R34, which passed over the Bay of Fundy on its round trip from England to America in 1916.  
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)—Commander O'Brien reported that an airplane had been 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-Coli plane. The command, however, that the plane seen over Nova Scotia could not have been the same one which seven persons heard Monday forenoon, 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.

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, and that the plane descended at sea, and in that event may not be heard from for two or three months. The experts stated that a careful study of aviation charts 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 E. Kinkade, meteorological expert, now engaged in static and atmospheric work at the Bureau, and Lieutenant Logan C. Ramsey, naval aviator, attached to the hydrographic office in charge of aviation chart construction. Ramsey declared that the wind conditions generally "could not have been better in ten years for an eastern coast wind." If they were forced down at sea the chances of the Frenchmen being found alive are "one thousand to one," in the opinion of the experts. On the other hand, that if the fliers were surprised by reaching Labrador in the night it was likely that they might be seen. The most makes in that thinly populated country.

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. It is assumed that 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 would be forced to the coast of Labrador about midnight Sunday night or shortly after. It is well to call attention at this time to the fact that a depression of the kind which entered an atmospheric depression the clouds would be low, and if flying underneath, as they undoubtedly were, they would have a great difficulty in seeing much greater than 1,000 feet. In this connection it might be well to note that the pressure from that existing when the flight began their altimeter would give a false reading at from 1,000 to 1,700 feet below the actual altitude. The pressure they actually encountered.

Their best chance of survival, the one to which, knowing what the actual pressure was, they would be forced to cling, was that they had landed in Labrador. Coli, we cling as our last faint hope, is that Nungesser made a safe landing in one of the many lakes that dot the coast of Labrador. If this is true, weeks or even months may pass before they are able to make their way back to civilization. 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 that they were actually flying over the water, and in a heavy swell; the Penland reported cloudy skies. Further south the weather was much better, half way across the ocean, at longitude 27 degrees West, which reported "partly cloudy."

able their altimeter may have indicated a height of 2,000 feet when in reality they were probably flying less than 1,500 feet above the water. In thickness 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 the Newfoundland coast in 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.

## 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 west of the coast and out to sea for a considerable distance in the hope of obtaining some information of the French fliers.

The search spread from the Maine coast to inland waters of Newfoundland. The coast guard cutter, which was in wide formation passed back and forth over Atlantic City, part of a great circle course. The cutter, which was on the seaboard from Hampton Roads on up through the Hudson River Valley in the hope of finding the missing aviators.

WASHINGTON, May 12 (AP)—The Coast Guard stepped out a search for the missing Nungesser-Coli plane and crewed a cutter to look for them. It is reported 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 refueling. The cutter, which was in the vicinity of the Grand Banks and had requested the Coast Guard to send a search party to the rescue fleet, which already numbers more than forty vessels.

Commanders of the Coast Guard rescue forces are under orders to do what they can to find further the success of their missions. Use of an amphibious plane in the Newfoundland area has been under consideration. The plane will be carried into mid-Atlantic with her crew. The Mojave, sister ship of the Tampa and Modoc, is being fueled to capacity at Boston, and it is expected to be on the water within a few days. The plane will carry enough fuel to cross the Atlantic and settle on the sea's surface within which the Coast Guard is working.

## 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, the Weather Bureau's announcement 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 mainland, but from nine ocean liners which sent in reports on their way across the Atlantic.

## 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.  
Copyright, 1927, by The New York Times Company.  
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 Nungesser, he was safely flung over 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 transatlantic 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 aloft in a sinking plane, told me that his 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."

## 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 Chamberlain 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 of what has 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.  
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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 they are rescued reasonably fast. They had a filter aboard for making salt water fresh. Such a filter is not very practicable. 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 has the kind of mechanical expert who would do just this.

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 distill fresh water, they may conceivably go on so long as their fuseage keeps afloat.  
To the mariner this hull is their weak point. Constant punishment of the seas on fabled autisms lead to such ailing to their air-filled tanks surrounded by the shreds of what had been their vessel. In this case, the hull is weak. While it is far too early to give up hope.

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