leave within two hours after that. His passport also will arrive today.

Lindbergh went to Roosevelt Field yesterday afternoon and went over the runway carefully. The runway was smoothed and graded by the American Transoceanic Company, which is backing the Byrd flight, and yesterday Grover Whalen, Rodman Wanamaker's representative, gave Lindbergh, and later Chamberlin, permission to use the runway when they take off. As the field had been leased by Mr. Wanamaker for the flight of the America, and he has spent a good deal of money putting it in excellent condition, both Lindbergh and Chamberlin praised him for his sportsmanlike attitude in offering them the use of the field. It is the only large field near New York with a long clearance at the end. It is the field on which Captain René Fonck, the French ace, crashed in the Sikorsky plane last year.

Rival Pilots Meet.

Commander Byrd went to Lindbergh's hangar at Curtiss Field and congratulated him on his good flying from San Diego to New York. He offered to let Lindbergh see his weather reports, which are being specially prepared for him by a private weather expert, as well as by the Weather Bureau, and Lindbergh thanked him and said he would be glad to use the information. Then Byrd, Lindbergh and Chamberlin posed for the photographer.

Lindbergh was asked what he would do if he came down at sea. He smiled.

"Well, there are no sky-hooks out there," he said, "and no landing fields. I guess I would stay in the cockpit."

However, he will be somewhat prepared for a descent to the water. He will have a rubber boat similar to Byrd's and Chamberlin's, a water purifier and army rations for seven days. He is not at all worried at the prospect of having to fly alone for thirty-six hours or more.

"I have been up for more than forty-eight hours many times," he said, "and it never bothered me much. I have flown as long as fifteen or sixteen hours several times, and did not feel it. My physical condition on the flight is not worrying me much."

He did not look as if it would, for he appears to be in perfect condition, with all the stamina and strength of a youth who has lived a clean, athletic life. His face fairly glows with color and health, and some of its light comes from something inside of the man. It is little wonder that he has so captivated the imagination of those who have watched him.

The cone on the front of the propeller was taken off yesterday and Lindberg showed where this message had been written inside:

"We are sure with you."

Underneath it was the name of every man who had worked on the plane in the Ryan factory. A swastika for luck was also drawn in it. That swastika will turn over a lot of times on the 3,600-mile flight. All sorts of charms from baby socks to rabbits' feet were sent to Lindbergh to take with him on the flight, but he is going to leave them all behind.

Skeptical of Plane's Range.

Those who delve deeply into the statistics of flying were somewhat skeptical as to the range of Lindbergh's plane. He intends to carry 425 gallons of gasoline, although his tanks will hold 448. The Bellanca will carry 430.

Lindbergh's gasoline consumption for a given speed is believed to be somewhat higher than the Bellanca's. It is estimated that the Bellanca has a range of 4,500 miles and Lindbergh estimates his at about the same. He also plans to fly a shorter course.

When the weather reports for the day were received at 4 o'clock they showed that the two low areas in the east and mid-Atlantic regions had come together and formed an area of storms and rain 1,800 miles across. The conditions were so bad that Lloyd Bertaud, the navigator of the Bellanca, said he would not even ask for a night report. He did not think the weather would clear up for two days, and neither did James H. Kimball of the local Weather Bureau.

Byrd's Craft in Air Twice.

These reports also caused greater activity in Commander Byrd's camp. Anthony H. G. Fokker, designer of the plane, was on the field at 7 o'clock yesterday morning superintending the final factory tests. The big plane was taken up twice and performed so well that it will probably be formally accepted by Mr. Wanamaker today and turned over to Commander Byrd for his tests.

On the first test the ship was taken up with 9,600 pounds, of which 5,940 was the weight of the plane. It got off in about 900 feet in eleven seconds. Instead of gasoline water was used in the big tank. On the second test more water was put in until the plane weighed 11,410 pounds, more than five and a half tons, and it got off the ground in eighteen seconds. The Fokker has always been noted for its quick lift.

The plane was flown on these tests by Lieutenant Bert Balchen and Daniel Kline, and they said it behaved perfectly. Commander Byrd also expressed himself as much pleased with it. John McPhail, Fokker mechanic, went up on the flights, and on both tested the dump valve which will be used to let out gasoline in case the ship has to descend. When he opened it on signal from Kline the water poured out and was whipped into a spray so fine by the blast from the propeller that it looked like steam. Commander Byrd watched it with great interest.

"I have never seen anything like that in my life," he said. "It is an extraordinary effect. And also it shows the valve works well."

"I'd like to pilot her to Paris," said Kline when the ship was brought down.

The tanks will be blown out after the water tests and then filled with kerosene and blown out again, so that no water will remain in the pipe line.

An office has been fixed up in the hangar for Commander Byrd, and his charts, maps, instruments and other paraphernalia to be used in plotting his course on the flight were put in there. He will have a chart prepared every day, showing the position of every ship at sea, with its radio call letter, so that he may be able to obtain his bearings from them as a check on his own calculations, and also know where to head for rescue if forced to come down at sea.

His Pilot May Be Picked Today.

It is probable that the other pilot on the flight will also be announced today when the plane is turned over. Bert Acosta has been with the plane for several days and may be selected. He is the pilot who with Chamberlin flew the Bellanca on her record endurance flight. The names of several other pilots to replace Floyd Bennett, who is still in the Hackensack Hospital, have also been considered, notably Wilmer Stultz, a navy flyer of wide experience, in whom Byrd has the utmost confidence.

The Bellanca was flown twice by Chamberlin yesterday. The radio generator has been placed back on the plane, which reduces its speed by three miles an hour, but to offset that the landing gear may be dropped. This would add ten miles to the speed. The plane was jacked up yesterday and the landing gear tested to see if it worked well. It did. The larger radio set gives the plane a radius of from 250 to 500 miles. An automatic apparatus will also send out a signal all the way across a long dash at intervals of three seconds.

It was said yesterday that Chamberlin and Mr. Bellanca would stick to their original plan of waiting, if someone else starts ahead of them. If they do not make it, the Bellanca will go. If the first flight is successful something else will be planned for the Bellanca. Mr. Bellanca said there would be no race with anybody.

BERTAUD'S CAREER IN AIR.

Mother Tells of Efforts to Get to France—Confident of Success.

SAN FRANCISCO, May 13 (AP).—Lloyd Bertaud, who, with Clarence Chamberlin, plans to fly the Bellanca monoplane from New York to Paris, is making his second attempt to see Paris, it was revealed here today by the flier's mother, Mrs. Florence Bertaud Callaghan.

Bertaud was born in Alameda County, Cal., attended school in San Francisco, but did not care for studying, according to his brother, so progressed slowly along scholastic lines.

"He was born to be an aviator," Mrs. Callaghan declared. "He has been almost insane over aviation since he was 9 years old. In 1921, unknown to me, he took flying lessons here from Silas Christofferson. I learned of these excursions into the air the day after he had had a spill. My pleas did no good."

Mrs. Callaghan laughed as she told of her son's previous attempt to get to Paris:

"Before Lloyd was 21 he wanted to enlist in the French army and fly in the World War. But I refused to give my consent, telling him to wait until America entered.

"He enlisted in the American forces. Then he started East. I learned of his enlistment and started working to release him here in San Francisco. He received his lieutenant's commission at Cornell, and was an instructor in Texas for some time. Suddenly orders came for overseas. But when the ship was eleven days out dynamite was discovered in the coal and it headed back for New York. Again Lloyd went to Texas and again started for France. But the armistice stopped that trip.

"Many times I have told him, as I wrote him last week, 'Lloyd, the only way you'll ever get to Paris is to pay your way over.'"

She smiled at the reminiscence.

"After the war Lloyd was in the air mail flier from Cleveland to New York. He always has been successful because of his cautious nature and because he never worries over anything. He is calm, phlegmatic and I trust him in any emergency.

"Why, he even married in an airplane. Four years ago in the East. The flying parson, Rev. Mr. Maynard, officiated."

Bertaud was born 31 years ago. He is the son of the late Dr. Eugene Bertaud, dentist.

CHAMBERLIN'S TOWN STIRRED.

Denison (Iowa) Plans Double Celebration on His Birthday, Nov. 11.

Special to The New York Times.

DENISON, Iowa, May 13.—Relatives on both sides of the Atlantic Ocean, which Clarence Chamberlin will seek to cross by airplane from New York to Paris, will watch the young aviator's progress and pray for his success and safety when he takes off from New York.

Here in Denison his parents, Mr. and Mrs. E. C. Chamberlin nervously scan the news dispatches for information concerning their daring son. In London an aunt, Mrs. Georges Pillotell, likewise is awaiting the news of her nephew's achievement. The tension is beginning to tell on Mrs. Chamberlin.

"I am confident he will be successful," she says. "Somehow I feel he is destined to make this flight. Of course I am nervous, one can't help that, and I do not expect to sleep much while the flight is on. I am grateful for every word of news that is sent to me about his movements.

"Clarence has had many narrow escapes, but he has always been a quick thinker, and has never suffered serious injury."

Within the last two days Clarence has undergone a metamorphosis in the minds of his lifelong friends and neighbors in Denison, where he was reared and educated.

Always he has been remembered as the freckled boy who rode his bicycle behind his father's one-cylinder automobile, the first "horseless carriage" in Denison. If Clarence flies to Paris there will be no difficulty in Denison thereafter about celebrating his birthday. It falls on Nov. 11, Armistice Day. He was born in 1893, and twenty-five years later on the first Armistice Day, he was waiting impatiently at Hoboken, N. J., for the next ship to sail for France and carry him to the front.

Wheels and gasoline engines were buzzing in his head long before he was graduated from the Denison High School. After a year in business college and two years in the engineering shops at Iowa State College he launched an automobile motorcycle and tire repairing business in Denison, but sold it overnight when the war began, to enlist in the Balloon Corps at Omaha. He was transferred a short time later to the Aviation Service at Rantoul, Ill., where he received his commission.

The aviator's father telegraphed yesterday to his son: "Fly the Iowa flag across the Atlantic."

"He would carry the flag of Iowa without being told to," say neighbors, "but he is doubly sure to carry it because his father asked him."

LEGION VOICES SYMPATHY.

Executive Adopts Resolutions on French Fliers and Davis and Wooster.

INDIANAPOLIS, Ind., May 13 (AP).—Two resolutions, one expressing hope for the discovery of Captains Nungesser and Coli, missing French aviators, and the other regret over the deaths of Lieut. Commander Noel Davis and Lieutenant Stanton H. Wooster in their trial flight preceding a transatlantic attempt, were adopted today by the Executive Committee of the American Legion.

"We honor the heroic attempt of these brave citizens of our sister country, France, and express for them our sincere admiration," the Nungesser-Coli resolution said.

"We offer to the bereaved families of these heroic airmen sincere sympathy of the American Legion and we record in the annals of the Legion history the gallant effort of these two aviators to win for America a great laurel," the council said concerning Davis and Wooster.

WORLD FLIGHT FOR SPAIN.

Commander Franco Submits Plan to the Cabinet at Madrid.

LONDON, May 13 (AP).—A dispatch from Madrid says Commander Ramon Franco has submitted to the Cabinet a plan for a flight around the world in an airplane of all-Spanish construction.

Commander Franco, who last year flew from Palos, Spain, to Buenos Aires, plans to take two companions with him on the world flight.

Times Wide World Photo.

THE THREE WHO WILL DARE TRANSATLANTIC FLIGHT.

Left to Right: Captain Charles A. Lindbergh, Commander Richard E. Byrd and Clarence D. Chamberlin.

ELABORATE RADIO ON BELLANCA PLANE

Its Radius Is 250 to 500 Miles, With Automatic Device for Continuous Sending.

WILL BE GUIDE TO SHIPS

Vessels Can Go to Rescue if Signals Stop, Which Means Trouble, Expert Points Out.

When Clarence Chamberlin and Lloyd Bertaud hop off in the Bellanca plane Columbia on the transatlantic flight they will carry the most elaborate system of radio installed on any airplane up to the present time, it was disclosed by experts in New York yesterday. Since Nungesser's disappearance radio men have strongly advised the addition of a suitable vacuum tube transmitter to the plane's equipment that can be utilized for constant communication while the ship is in flight. This transmitter, together with its electric generator driven by wind pressure, has been installed as a last-minute change.

"The new transmitter will have a reliable transmitting radius of 250 to 500 miles under favorable conditions," said B. E. Smith of the A. D. Cardwell Company of Brooklyn, builders of the transmitter and receiver designed especially for the Bellanca plane. "This will be utilized to send dashes continually while the plane is in flight so that ship and shore stations, and all radio compass or direction finding stations can easily determine the exact course taken by the aviators."

To Send at One-Minute Intervals.

"Long dashes will be automatically transmitted at intervals of about one minute on the 800-meter wave," Mr. Smith declared. "This scheme will have the advantage of conveying to all listening stations that everything is all right with the plane as long as the signals are heard. If the signals stop coming in, however, ships in the vicinity which have been listening to the signals and making compass readings on them can proceed with all speed to the point indicated by the last bearings taken. It will not be necessary for the aviators to touch the transmitting key. A control switch is used to change the transmitter over from the position of automatic transmission of dashes, so that it may be utilized to transmit code messages by means of a special flame-proof and waterproof sending key."

The general characteristics of the new transmitter system, according to Mr. Smith, are as follows: The wind-driven generator clamped to a wing of the plane supplies about 50 watts of electrical energy at 140 volts and 900 cycles alternating current to a transformer. The function of this transformer is to step up part of the generator energy to a potential of 750 volts, which is applied to the plates of four transmitting tubes (UX-210 type), and the other part of the generator energy down to 7.5 volts, which is used to light the filaments of the tubes. Thus the transmitter is dependent alone, for electrical energy, upon the wind-driven generator. No matter what speed the plane is making an automatic governing device regulates the speed of the generator so that the desired 900 cycles and 140 volts of electrical pressure may be constantly maintained. The transmitter is of the self-rectified continuous wave type, probably the most efficient system yet devised, as far as carrying power is concerned. The actual transmitting power is about 30 watts.

Device Is Extremely Light.

"The entire transmitted with tubes weighs ten pounds, and the wind-driven generator weighs in the neighborhood of twenty pounds," said Mr. Smith. "This remarkably light weight has been attained through the exclusive use of reconstructed aluminum framing, aluminum wire and aluminum apparatus wherever possible. It is installed in a special compartment amidships within easy reach of the aviators. One athousand feet of antenna wire wound on a reel, so arranged that it can be adjusted to the proper length for the transmissions to be undertaken, is permanently fixed to the frame of the plane amidships. During the flight this wire will be lowered to the desired length to serve as the transmitting antenna for the automatic position-designating signals. This type of wire has been developed by the United States Naval Research Laboratories at Anacostia, D. C., especially for aeronautical uses."

The receiver carried by the Columbia is, in principle, a type well known to broadcast fans. Technically, it is known to engineers as a single circuit, capacity coupled detector stage with two stages of transformer coupled audio amplification.

"The novelty about the receiver is that it weighs three pounds," said Mr. Smith. "It is entirely constructed of aluminum sheet, it will tune in signals from 550 to 850 meters, and it utilizes only three tubes of the 201-A type."

OUR SHIPS TO GIVE ALL AID.

Shipping Board Vessels to Get Orders When Flights Begin.

Special to The New York Times.

WASHINGTON, May 13.—Chairman T. V. O'Connor of the Shipping Board arranged today for all Shipping Board vessels en route between the United States and European ports to aid in any way possible the flight of the American fliers from New York to Paris. Immediately after the departure of the fliers from this side radio messages will be broadcast to the ships carrying instructions of this character.

At the present time all Shipping Board steamship masters are under orders to report immediately to Washington any information of the whereabouts of the French transatlantic fliers, Captains Nungesser and Coli, that may be brought to their attention.

5,000 GATHER AT FIELD HOPING TO SEE HOP-OFF

Police Fight to Keep the Curious Back—Building Collapses Under Weight of Crowd.

More than 5,000 persons thronged Curtiss Field last night in the hope of witnessing the departure for Paris of either the Bellanca plane or the Spirit of St. Louis. Even when word was spread about that no take-off was likely they continued to crowd forward, getting as close to the hangars as possible and giving the Nassau County police considerable trouble.

Most of the spectators came in automobiles and caused an intricate traffic problem. Spaces were roped off around the hangars housing the Bellanca plane and the Spirit of St. Louis, but despite these barriers the curious continually broke through in an effort to get a glimpse of the planes behind the closed doors.

Once, when the door of the hangar housing Lindbergh's plane was opened to permit a small truck to enter, the crowd made a rush to get inside with it. The police had a difficult time keeping the people back.

About 12:30 o'clock this morning a number of persons climbed to the roof of a small building near the Spirit of St. Louis hangar in an attempt to get a view of the plane. The building which has been used as a paint shop, collapsed under their weight. As they fell, amid boards and bricks, motorists whose cars were parked near by started them suddenly to get out of the way of the flying debris. The cars dashed through the crowds and one struck and slightly injured Frederick Carlson of Baldwin, L. I. No one was seriously injured in the collapse of the building.

At Roosevelt Field, where the America, the plane which Commander Byrd hopes to fly to Paris, is housed, about 200 persons gathered. Special guards kept them some distance away from the hangar.

URAL TRAPPERS FIND RUSSIAN BALLOONISTS

Rescue Two Wrecked in Mountains After Setting Out for an Endurance Test.

MOSCOW, May 13 (AP).—Two Russian balloonists, who left Moscow on April 30 on an endurance test and have since been missing, were rescued by native trappers in the North Ural Mountains after tramping and crawling two days in the snowy wilderness, it was learned today.

The balloonists, Semenov and Zikov, flew for twenty-seven hours and covered approximately 1,600 miles. They were thrown to the ground near Troitzkopetchersk, in the North Urals, when their basket was torn away as it swept through the tree tops. Despite their injuries the aeronauts made their way through the wilds until their rescue.

The empty balloon was reported later over Tomsk and Barnaoul, the latter place being approximately 1,200 miles from Troitskopetchersk.

The start of the flight was northeastward as far as Dvinsk, whence, apparently, the balloonists doubled westward.

ATLANTIC AIR STATION PLAN.

Dutch or German Company Said to Seek Spot on Faroe Islands.

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COPENHAGEN, May 13.—A report is published here to the effect that the Dutch Aviation Company has inquired of the local authorities at Thorshavn, Faroe Islands, regarding the possibility of procuring a landing place to be used as a middle station in a projected regular transatlantic flying service.

The head of the Dutch Aviation Company's office at Copenhagen believes it was not the Dutch Company but the German Lufthansa which has been investigating meteorologic condiions in Iceland with the same purpose.

FRENCH ARE READY TO HAIL OUR FLIERS

Continued from Page 1, Column 7.

ing off to guide them safely into port, but orders forbid this if darkness has descended, for fear a collision might result.

Prepare Champagne Supper.

All the important American organizations in Paris, including the American Club, the Chamber of Commerce, the National Aeronautical Association of America, Paris branch, and the American Legion, have combined to make the reception memorable. Ambassador Herrick, the staff of the Embassy and high officials of the French Government, army and navy are expected to be on the field, and a brief but moving champagne supper will be served at the airport restaurant in honor of the historic event.

After this the fliers will be taken to Paris and permitted to sleep until they are good and ready to get up. Afterward the official program will begin. This will include a large luncheon reception. There is a rumor that the French Government will honor the first Americans to arrive with the Legion of Honor, which will occasion another reception.

Faint hope for Nungesser and Coli was revived today by the reports that six people in Newfoundland had heard the roar of an airplane motor last Monday, but the worst is now feared by most people. The minute search of the English Channel was abandoned today by the French Government.

The only optimistic person left seems to be the French airman Pelletier Doisy, who said today that he refused to give up hope for two months. He bases his hopes upon the belief that the fliers came down in Labrador, Captain Nungesser having told his doctor just before the start that if they encountered dense fog they would give up trying to cut through it and head straight for Labrador. If this is true and the airmen actually came down in the interior of Labrador it probably would take weeks before they succeeded in communicating with the outside world.

Says Plan Was Not to Fight Fog.

PARIS, May 13 (AP).—The persistent reports from Newfoundland that the faint humming of an airplane motor was heard at several points there Monday has started a revival of French hopes that the transatlantic plane of Captain Charles Nungesser may yet be found, probably in Labrador or Northern Canada.

Color was lent to this hypothesis by statements of friends of Nungesser, notably Henri Barbaroux, designer of the engine of the plane, who now say the understanding was that the fliers would not attempt to struggle against fog or tempest. They were to change their course if faced by unforeseen conditions so as to pass over the fifty-seventh degree north latitude in the direction of Northern Canada, Labrador or even Greenland.

These friends think it possible the airmen may have taken refuge in one of the innumerable little bays of Labrador, where they were picked up by fishing craft without wireless, and that it may be days, even weeks, before they can be heard from, more so as the task of seeking them is almost impossible owing to the fogs prevailing in the region at this season.

Dispatches indicating that the Canadian, Newfoundland and American Governments are doing everything possible to trace the missing fliers have strengthened the hope that they will yet be found.

Have Food for Ten Days.

The revelation today by Dr. Corticchiato, a close friend of Captain Nungesser, that the fliers carried rations sufficient for ten days, also has added to the hope that if the aviators landed somewhere in Newfoundland far from human habitation, they will be able to sustain life until they can reach help.

Dr. Corticchiato, whose family is kin to the Bonapartes of Corsica, once saved Captain Nungesser's life during the World War in his capacity as a physician, and was one of the last to bid good-bye to the aviators before the departure of the White Bird on the transatlantic flight.

President Coolidge's message to President Doumergue saying that the United States was doing everything humanly possible to find the missing men, and the obviously painstaking searches which are being carried on by North American authorities, have done much to clear away the last smolderings of anti-American resentment which was manifested in some quarters on Monday and Tuesday.

"I see Nungesser and Coli wounded, but alive," said the Clairvoyante Francia, who broadcast from the Eiffel Tower today to thousands of radio fans.

"I have a page of Nungesser's handwriting before me. It is that of a courageous and energetic man," the clairvoyante added, with the statement that she was unable to designate the spot where they landed.

Radio Asks Arctic to Hunt Nungesser

SPRINGFIELD, Mass., May 13 (AP).—Wireless tonight carried an appeal for aid in the search for the missing transatlantic fliers, Captain Nungesser and Captain Coli, into the chilled depths of the arctic, when Station WBZ broadcast the story of the lost White Bird and told of the rewards offered for information leading to rescue.

LOS ANGELES MAY GO TO NEWFOUNDLAND

Washington Considers Sending of the Dirigible to Seek Nungesser and Coli.

HELIUM CUTS HER RANGE

Big Airship Searches the New England Coast While Out on a Training Cruise.

Special to The New York Times.

WASHINGTON, May 13.—The dirigible Los Angeles may start soon on a search for the two French fliers, Captains Nungesser and Coli, by "backtracking" the course they intended to follow into New York Harbor from Newfoundland.

Secretary Wilbur said today he intended to confer with the Bureau of Aeronautics on the feasibility of a hunt of this kind with a view to having the ship go north as far as Labrador before returning to Lakehurst. It was hinted that the Patoka might be sent into the North Atlantic to meet her should Commander Rosendahl find it desirable to tie up to the mooring mast in Northern waters.

Incidentally, it was learned that the Los Angeles's cruising radius has been cut by the use of helium. Not only does helium reduce the sustained flight range of 5,000 miles with hydrogen, but there is for some unexplained reason a deficiency in the supply of helium immediately available. If the dirigible found it advisable to go at a great height the flying range would be further cut.

Range Cut 35 Per Cent.

Just how this limitation is is problematical, but it amounts to at least 35 per cent. It was said today that the Los Angeles could not fly more than 3,500 miles with helium.

This fact would preclude her going far out to sea over the course the Frenchmen planned to follow. From New York to Newfoundland is 900 miles and to Labrador 1,200 miles.

There is no intention of hazarding the use of the inflammable hydrogen. The reason hinted is that if another disaster resulted therefrom the "roar" from the country would be long and loud.

The Los Angeles has been hunting south of Long Island today, but no reports had been received at the Navy Department this afternoon of her success. It is not expected she will proceed northward on the present training trip until Secretary Wilbur has had an opportunity to survey the situation.

Searches New England Coast.

Special to The New York Times.

LAKEHURST, N. J., May 13.—After flying for fourteen hours up and down the New England coast in a vain search for Nungesser and Coli, the dirigible Los Angeles returned here at 7 o'clock tonight. She is expected to go out again tomorrow.

The Los Angeles got as far as the Davis Bank, four miles north of Nantucket Lightship, off the Massachusetts coast, where it found a thick fog bank which made visibility practically impossible for an hour and a half. It sent a radio message to the mooring ship Patoka, at Naragansett Pier, asking if she could tie up to the Patoka overnight and refuel for a cruise further up the coast early tomorrow morning.

The Patoka replied by radio that she did not have enough fuel aboard to permit this. It is understood here tonight that the Patoka will take on more fuel and move up to Bar Harbor, Me., tomorrow, so that it can take care of the Los Angeles with mooring and refueling facilities tomorrow night. This would make it possible for the dirigible to make a thorough search along the Northern Coast, if Washington decides favorably on that plan.

Commander Rosenthal said that the flight had covered about 600 nautical miles and that the dirigible had cruised over Phelps Bank, three miles northeast of the Nantucket Lightship, as well as Davis Bank, but had seen no trace of the missing fliers. Except for the hour and a half in the fog over Davis Bank, he added, visibility was very good throughout the day. If the lost airplane had been anywhere within ten miles in any direction from the dirigible, he declared, the officers with binoculars in the control car at the bow of the ship would have been able to see it.

The Los Angeles arrived at the flying field at 7 o'clock tonight and was walked into its hangar at 8 o'clock.

THINKS ENGINE FAILED.

Zeppelin Designer Discusses Fate of French Fliers.

Among the possible causes of the disappearance of Captains Nungesser and Coli, the most likely was engine failure, in the view of Count Hugo Eckener, the Zeppelin designer, who made the transatlantic flight in the dirigible Los Angeles two and a half years ago. Count Eckener, who arrived here yesterday, dismissed as unlikely the theory that the aviators had lost their bearings in the fog.

"In my mind," he said, "it is entirely a question of the engine, for as long as it remained running the presence of fog would be embarrassing rather than dangerous. We, too, in our dirigible flight across the Atlantic in October, 1924, encountered fog south of the Newfoundland banks. It extended to a height of 1,500 feet but we merely rose a few hundred feet above it and continued on our course. Flying in a fog is undoubtedly dangerous, but as far as keeping the machine level and flying on a course are concerned, being above a fog is no more baffling than being over the ocean."

In spite of the general reliability of the modern motor, Count Eckener expressed the opinion that to depend upon one power unit for such a venture as a transatlantic flight was to take a very great risk. Captains Nungesser and Coli, he said, had done a very courageous and sporting thing in attempting it, but their possible loss could only be deplored the more because of those very qualities, since there was no compensating advantage in the shape of fresh aerial development, even in case of success.

"As far as commercial transatlantic flying is concerned, no possible advantage is to be gained from such flights," he said. "The public will never trust a single-engined machine and the carrying of a profitable commercial load can hardly be achieved. Although I am naturally predisposed in favor of the dirigible as the transatlantic vehicle, I am anxious to see the development of two and three engined airplanes for the same purpose. As for Nungesser and Coli, I truly and sincerely regret what is, I fear, the loss of two useful and supremely gallant men."

AMUNDSEN FEARS WORST.

Discredits Reports That Nungesser Reached Newfoundland.

WINNIPEG, Manitoba, May 13 (AP).—Captain Roald Amundsen, who flew over the North Pole in the airship Norge, expressed the fear tonight that the French transatlantic fliers, Captains Nungesser and Coli had been lost. He placed little credence in reports that an airplane was heard passing over Newfounland Monday morning when the fliers were due there.

"There is no end to what men may see or hear under such conditions," he said. "I am afraid we can have but little faith in such rumors."

DREAMS OF LOST PLANE.

Orange (N. J.) Woman Saw It at Base of Cliff.

Special to The New York Times.

ORANGE, N. J., May 13.—Mrs. Walter Scott Goodwin of 202 Park Avenue dreamed this morning that she saw the aeroplane of Captains Nungesser and Coli at the base of a towering snow-capped cliff. The plane's left wing was broken. Beyond the plane was a narrow expanse of water and many small islands.

A man with a pack on his back was climbing down the cliff.

"It was only a fleeting glimpse of the plane," Mrs. Goodwin states, "but it was startingly realistic. The peak seemed like a glacier. Near to the man was an animal, either a fox or a seal."

Mrs. Goodwin, before 1914, dreamed of red clouds and predicted the World War.

ARMY PLANE TAKES FIRE ON WAY TO MANOEUVRES

Flier Descends With Parachute—Second Lands Burning Craft in Mississippi.

JACKSON, Miss., May 13 (AP).—An airplane carrying Lieutenant George Finch, Atlanta, and Lieutenant David M. Ramsay, Greenville, S. C., was forced down at Edwards, 25 miles west of here, today, when it caught fire from motor trouble. Lieutenant Finch dropped from the flaming plane in a parachute, while Lieutenant Ramsay piloted it safely to the ground. The fliers were en route to San Antonio, Texas, from Atlanta, where Lieutenant Finch had gone to attend the funeral of his wife.

When the fire broke out Lieutenant Ramsay signaled his companion to take to the parachute. Finch landed safely and Ramsay brought the plane to earth after fighting the flames, which ruined the motor of the plane but did little damage to any other part of it. He was unhurt.

The trouble developed, it was said, when the gas pressure became low. The motor burst into flames when the emergency pressure was turned on.

GLOOM INCREASING AT HARBOR GRACE

Continued from Page 1, Column 6.

istrator of the Government in the absence of Sir William Allardyce, that he was sending a ship to search Placentia Bay and the neighboring waters for the French airmen, Captains Nungesser and Coli.

Major Sydney Cotton, United States aviator, now in Detroit, who is familiar with flying conditions in Newfoundland, states as his opinion in a message to Premier Monroe that if the Harbor Grace reports of hearing the plane flying over there are authentic it would seem likely that the White Bird had come down on the western part of the island, toward Port aux Basques.

A check-up of Burin, Garnish, Burgeo and Grand Banks, towns along the South Newfoundland coast, resulted in advices today that nothing had been seen or heard of the missing airplane. Newfoundland was enshrouded in fog today.

Liners Watch in Vain.

HALIFAX, N. S., May 13 (AP).—Captains of two transatlantic liners arriving here today, bound for New York, said they had passed twenty icebergs in the steamship lanes and had encountered bad weather. Warned by wireless, they said they kept sharp watch for the Nungesser plane, but saw no traces of it.

Captain Paulsen of the Baltic-American liner Estonia, from Copenhagen, said two of the icebergs passed were of enormous size, resembling cathedrals with twin spires. Captain Hasagen of the North German Lloyd liner Derrflinger, from Bremen, said he encountered unusually heavy fogs off the Grand Banks.

Ottawa Redoubles Activity.

OTTAWA, Ontario, May 13 (AP).—Government inquiries at radio stations and patrol boats on the coast and in the waters along the North Atlantic seaboard have brought no hint of the fate of Captains Nungesser and Coli. Weather conditions are handicapping a search which has been redoubled following reports that an airplane had been heard at Harbor Grace, Newfoundland. The ice patrol boat Mikula and her sister ship Montcalm have been ordered to stop all steamers plying in the coastal and transatlantic trade routes and to ask that a close watch be kept for the missing airmen.

Government officials still hold out hope that the fliers have been picked up by a boat unable to report by wireless or have made land at some remote point.

No Trace in Our Coastal Waters.

Coast Guard boats pursued their search in American coastal waters yesterday for the lost French airmen, ocean liners scanned the seas and radio crackled its calls through the air with no result, The Associated Press reported.

Foggy weather delayed the search in northern waters, the visibility being so poor that little hope was entertained of sighting the men or plane even though they might be close by.

The liner France, which is following Captain Nungesser's course on her voyage from Paris to New York, reported to its office here that no sign of the missing men or any indication of their fate had been seen.

MUDDY FIELDS HALT AIRPLANE CEREMONY

Fifty Machines Will Take the Air Today at San Antonio in Mimic War.

TRANSPORT BLIMP ARRIVES

Davison Commends Air Corps for Mobilization Under Unfavorable Weather Conditions.

Special to The New York Times.

SAN ANTONIO, Texas, May 13.—Fifty airplanes of the hundred and more assembled here for the combined manoeuvres with the Second Division will take the air tomorrow in a series of demonstrations of the most modern methods of airplane attack and defense.

Serious manoeuvres were prevented today by muddy fields following last night's heavy rains, but bombardment planes went up in spite of the bad landing grounds and the low cloud ceiling and rehearsed the defensive formations they will adopt against hostile aircraft tomorrow. They swept back across the fields to prefect landings despite the mud.

Ground and air officers, both of whom will operate under Major Gen. Ernest Hinds, commander of the Eighth Corps Area, were completing the organization of their staffs for the mimic war next week. Second Division troops are already near the positions they will occupy in the rolling and wooded terrain north of San Antonio.

A blimp of the TC-10 type, sister ship of the dirigible which was damaged in the storm at Fort Leavenworth on its way to participate in the manoeuvres, arrived at Brooks Field today, after twenty straight hours of flying, under command of Major H. A. Strauss. It will serve for observation and transporting supplies.

Secretary of War Davis is expected here Monday to view the manoeuvres. Representative J. M. Wainwright, Chairman of the House Military Affairs Committee, arrived today.

Assistant Secretary of War Davison today commended the Air Corps for the feat of mobilizing the big air force here under unfavorable weather conditions with almost no mishaps or delay.

"Our army corps is made up of planes that are fit to fly and equipped to fight. We have reliable planes, reliable pilots—an air service of which the people of this country have reason to be proud," Assistant Secretary Davison said.

Accompanied by his civilian assistant, H. J. Adamson, he will fly to Tulsa, Okla., tomorrow for the founding of a new American Legion Post.

NEW ORLEANS GREETS A TIRED DE PINEDO

Aviator Seems Weary of Public Applause When He Lands After Flight From Pensacola.

Special to The New York Times.

NEW ORLEANS, La., May 13.—Commander Francesco de Pinedo, Italian aviator, seemed a bit weary of public acclamation Friday when he landed the new Santa Maria in the Mississippi River at the mouth of the Industrial Canal in New Orleans after flying from Pensacola.

When the great monoplane settled on the river two launches from the Algiers Naval Station towed it into the canal.

There Mayor O'Keefe, Dr. Paul Rossi, the Italian Consul; Captain Neal C. Johnson, representing the army, and forty or fifty representative Italians welcomed the flier.

Cheers of "Viva de Pinedo!" went up from the crowd when some one noticed the motto painted in Latin on the new Santa Maria II.

"Post fata resurgo," read the motto (After fate, I return).

With a few perfunctory words of thanks for his reception the flier turned his attention to work which had to be done on his plane before he takes off tomorrow morning.

De Pinedo and his companions, Captain Carlo del Prete and Vitale Zachette, flew from Pensacola, Fla., to New Orleans in a pouring rain. They made the flight in an hour and forty-five minutes.

The work to be done on the new Santa Maria, in which de Pinedo has been flying since it was sent from Italy to replace the seaplane which burned at Roosevelt Dam, is of a minor character, the Italian said.

Instead of the care-free, debonair de Pinedo who landed here March 28, he is intent on details of his flight now. Extra precautions were taken to see that no harm comes to this seaplane.

De Pinedo's fellow-countrymen entertained him at an informal dinner this evening.

The flier's plans were to hop off for Memphis at 5:45 Saturday morning. From Memphis he planned to go to St. Louis, Chicago and then to Montreal and Newfoundland, where he will take off for his flight across the Atlantic.

The new plane is running well, he says, and he anticipates no trouble in completing his four-continent flight.

CAPE VERDE SEARCH FAILS.

Portuguese Find No Trace of Saint Roman Off African Coast.

LISBON, Portugal, May 13 (AP).—The Portuguese Government, which is acting on the suggestion of France to search in the neighborhood of the Cape Verde Islands, off the African coast, for trace of the French aviators, Captain Saint Roman and Commander Mouneyres, today received official advices from Cape Verde saying no trace of the missing men had been found.

The message said that the tug Infante Sagres had cruised around Boavista, one of the largest of the Cape Verde Islands, without success.

Search for the missing airmen, who hopped off from St. Louis, Senegal, May 5, for Pernambuco, Brazil, was extended to the African coast when no trace of the aviators could be found off the coast of South America.

PLANE CHEAPER THAN TAXI.

Sightseeing Air Buses to Charge $5 for Trip Around City.

For the first time in the history of commercial aviation it is possible to fly cheaper than it is to hire a taxicab. The Colonial Air Transport announced yesterday the inauguration of sightseeing flights over New York in its three-motored Fokker planes, holding eight persons, at $5 each. Children less than five years old will be carried for half price.

The rate around New York in a taxicab on the route to be followed by these big planes would be $6.10, although as the plane will fly up the Hudson no taxicab could quite follow its course. The flights will be from the Teterboro Airport at Hasbrouck Heights, N. J.

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