

Three Capitals Deeply Engrossed Over the Fate of Fliers

his ship had experienced clear weather all day and night Saturday and had encountered no fog until off Nantucket.

"I can't help crying," she told the newspaper men. "You know, I haven't slept for two nights. What mother could—

"I want most of all for him to be back here for my birthday, May 20. He promised me he would, and I know he will keep his promise."

"I have always prayed for the safety of my son when he was on a perilous adventure, and I had never ceased to hope I should see him safe on the Atlantic flight."

"He wrote me: 'I am leaving, pray for me. Your prayers always keep me out of danger. He is a son of the sea, and is religious, like most men who follow the sea.'"

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FRENCH FLIERS SEEN CROSSING IRELAND

Three Reports Agree on White Plane Observed There on Sunday Morning.

MAY SEARCH IRISH COAST

Grieve, Harry Hawker's Comrade, Thinks Odds Are 1,000 to 1 Against Rescue.

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French airplanes will be sent to patrol the west coast of Ireland against the possibility that the aviators met with accident before getting far on their outward journey.

Neither the British Admiralty nor the Air Ministry could be said to have searched for them. Neither has so far joined in the search from the Channel to Ireland.

The Englishman who probably is most interested in the fate of Captains Nungesser and Coli is Commander Grieve, who with Harry Hawker disappeared on May 18, 1919, for a week.

Today he described anew how he and Hawker sought the refuge of a friendly ship when their plane almost reached the limits of endurance.

At 10 o'clock Sunday morning, the plane appeared on the horizon. It was seen by several of the men on the boat. They declared it possible to steer on a comparatively straight line.

Neither the United States Republic nor the Cunard Mauretania, which arrived in New York today from London, were aware of the coming of the French aviators.

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to-one chance against the French aviator being picked up by a ship.

Some idea of the loneliness of the Atlantic as viewed from the air is given in the log of the airtail R-39.

It reads that at a height of 5,000 feet with visibility at a maximum it should be possible, according to textbooks, to see a distance of eighty-one miles from right forward to right aft.

"At—although this area of visibility works out at 19,200 square miles—not a ship was in sight. I am afraid that I cannot see a steamer or a large quarters in this gigantic Atlantic that never has been realized."

When the pilot, Captain E. Courtney, thinks the chances of the French aviator being picked up by a small ship without being seen are very remote.

Radio men in New York were debating the fact yesterday that Captain Nungesser's White Bird did not carry radio apparatus.

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one at that," said Dr. A. N. Goldsmith, chief broadcasting engineer of the Radio Corporation of America.

"In my opinion, a good transmitter would be of much more value than a receiver in transatlantic airplane navigation, for the same reason that a man who has a good voice to rely upon in an emergency stands a better chance of bringing aid quickly than a man who is dumb."

Dr. Ralph Bown, President of the Institute of Radio Engineers, called attention to the flight of the naval seaplane PN-9 in its attempt to cross from California to Hawaii in September, 1926.

"The planes were equipped with receivers only," said Dr. Bown, "and it was reported that they listened to radio messages exchanged by those who were engaged in the search for them, but could not answer because their planes were not equipped with transmitters. They actually received the message, according to the reports, that proclaimed the abandonment of the search."

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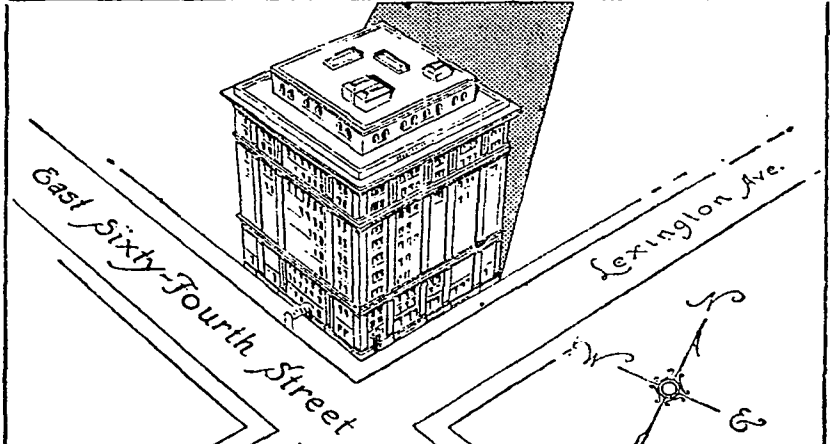
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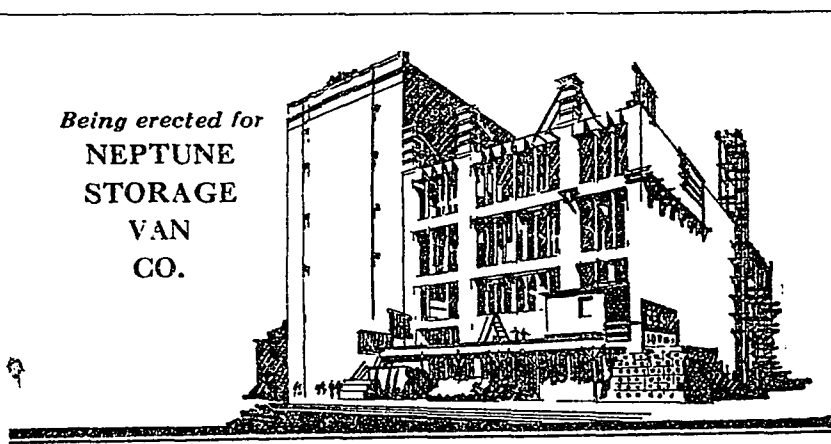
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