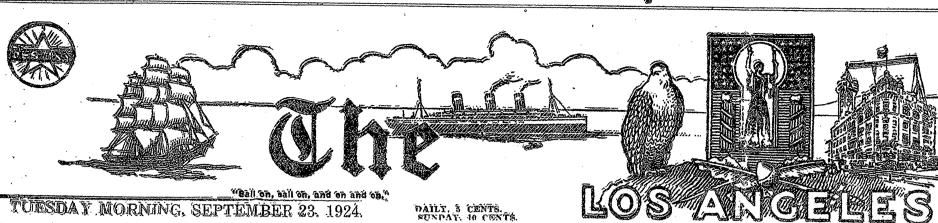
WELCOME TO THE WORLD FLYERS Souvenir Edition—Compliments of The Los Angeles Times



Liberty Under Law Equal Rights—True Industrial Freedom

How U. S. Army Aviators, Led by a Los Angeles Officer, Circumnavigated the Globe by Air: A Pen Picture by Charles H. Owens



This pictorial map by Charles H. Owens, Times staff artist, is a graphic log of the world flight. It follows the flyers day by day from point to point of every hop they made, noting dramatic incidents of their journey, giving the distances between landing places, recording the dates on which they resumed their flight, and charting the course they laid down across three continents, two oceans and two island empires, from Los Angeles back to Los Angeles again, all the way round the world by air for the first

Service, "has been to demonstrate

the feasibility of establishing

aerial communication with all the

countries of the world; the prac-

egions where surface transporta-

tion does not exist or at least is

prove the ability of modern types

of aircraft to operate under all climatic conditions; to stimulate

the adaptation of aircraft to the needs of commerce; to show the people of the world the excellence

of American produced aircraft and thus stimulate our American air-

craft industry, and lastly to bring to the United States, the birthplace

ing the first to fly around the world. There can be no doubt that the flight has justified the hopes with which we bade the

ONLY ONE TRAIL

The trail blazed round the world by Army flyers is only one of a system of aerial highways, cover-

ing the continental limits of the

of aeronautics, the honor of

DURPOSE OF WORLD FLIGHT IS DISCLOSED BY GEN. PATRICK Flyers' Purse Declared Southland's Own Way of day upon which Los Angeles and all Southern California should be

Air Service Chief Says Feat Was to Demonstrate Feasibility of Aerial Communications With All Countries of Globe

What appeals in the 'round-the-world flight to the peoples of both hemispheres has been the human qualities of courage, tenacity, resourcefulness and skill which it brought out so vivid- convenience in the thought that ning for the day of homecoming ly, but such was not the primary purpose of those who planned it, nor was it authorized by the prompted this one. As the flight that in all these ceremonials, one War Department as anybody's show, not even Uncle Sam's.

SOUTHLAND'S OWN TRIUMPH IS VERDICT ON GLOBE FLIGHT

"Southern California's Own" is the stamp of credit upon the success of the round-the-world flight which cannot be erased. for the great undertaking was a product of Los Angeles and Southern California more than it was of any other locality.

The flight was first conceived in the mind of a Southern Californian as long ago as 1915. The man is Donald W. Douglas. The planes that girdled the earth were designed and built

by a Southern California man-Donald W. Douglas. They were constructed at Santa Monica, Cal. The start of the flight around the world began here-at

The first circumnavigation of the earth by airplane will be

completed here—at Clover Field. The commander of the historical flight. Lieut, Lowell H. Smith, was born in Southern California, at Santa Barbara, and his parents reside in Los Angeles. He learned to fly at Rockwell

Field, San Diego. The mother of a second world navigator, Lieut, John Hard-

ing, is residing in Los Augeles.

GIFT FROM PEOPLE DIRECT

Showing Sense of Possession in Flight

The pot of gold at the rainbow's end which Southern California ancovers today for the world fixers holds more than the minted me-Southern California man. It was dium of exchange. The coin in which it has been counted out is legal tender and can be spent or stolen, but it carries to the recipients a anxious weeks in testing the ships value which is not current and never can pass to any hands but the first owners'—an incommunicable tribute of admiration and axection. on the wings of glory around the Money always makes an accept- | presentation and another souvenir. able gift, but there was more than it came to those who were planneared its end. as committee after like another and all an incident of "The purpose of this flight." said spokesman with another speech of (Continued on Page 3, Column 6)

AVIATORS ARRIVE TODAY; HURRY WITH YOUR SHARE OF FLYERS' APPRECIATION FUND

The world flyers arrive today. The time is short to fatten the Southern California Appreciation Fund for them.

Those who had intended to contribute, but put it off, as people will, believing there was plenty of time, still have an opportunity to gratify their wish.

on the ground. Those who stay at home are advised to remit direct to The Times. It will get into the central treasury by that route sooner than if you send it to your local newspaper or your local bank.

The money is to be divided equally as between pilots and mechanicians, and without distinction of rank as between pilots. on the basis of miles actually covered in flight. There has been no overhead expense. All the money goes

Those who go to Clover Field will find authorized collectors

to the fivers. Nobody who helps pass it on gets a penny for his

his willing work.

PROWNING FEAT OF CENTURY ACCOMPLISHED BY PIONEERS

Air Heroes Plunge Through Trackless Wastes and Over Tempestuous Seas in Cleaving Path to Glory With Flag Borne Around Earth

America's greatest achievement in the history of aviation is to be realized today when three travel-worn airplanes glide down from the skies at Clover Field, Santa Monica. Their arrival will herald the first complete circumnavigation of the world by an air route, an exploit that will stand for all time unparalleled. Others may accomplish a flight around the world within a shorter time, but none other save the six courageous Americans due today can be the first. Today will also be a day never to be forgotten in the story of civilization's advance. It is a day when once again America will reassert its supremacy in ingenuity, courage

It will be a day for all nationsall nations but this nation-to be envious, a day upon which America And, one by one, in a great crescendo of throbbing engines.

will resound with praises of people for a small but indomitable group of American flyers. PROUD DAY HERE Santa Monica Mountains. In their ockpits were Maj. Martin and Staff But it should be, and will be, a Sergt. Harvey; Lieut. Smith and (Continued on Page 3, Column 1)

proudest of all, for-

The airplanes, of which original-

ly there were four, were built here.

They were designed and built by a

here their pilots spent long and

of the air that were to carry them

world. It is here where two of the

It was in Los Angeles where the actual start upon the round-the-world flight was made.

It is here where the actual termination of the first complete circumnavigation of the world by air will occur, despite the order that the wearled navigators must con-

tinue on to Seattle from this city.

Four planes started on the greatest of aerial adventures. Two, if they meet with no misfortune as they wing their way westward across the Middle-Western States and Texas New Meyico and Avia

and Texas. New Mexico and Ar

and Texas, New Mexico and Arizona to the Pacific Coast—and the whole world prays that they will not—will complete the circumnavigation of the earth. The other two were wrecked, one on the first leg of the voyage, the other on the last leg of the flight. But two of

last leg of the flight. But two of the three which will anish the most famous of all flights will fly

wings that carried them from Clover Field on March 17, last.

No glittering pageant, no pomp-

ous splutter, no flourishing of trumpets sent the valiant airmen on the first hop of their historic

flight. But throngs there were, and

friends and families who waited for hours through the chill, damp nours of a clouded dawn, and theirs were the lusty throats that bade

hem Godspeed toward fame and

mmortality.
St. Patrick's Day

more fortunate aviators reside.

postponement was advised. Then did the indomitable spirit of pioneer pathfinders assert itself.

Sergt. Turner; Lieut. Wade and Sergt Ogden. Lieut Nelson's plane was not quite ready. He and Lieut. "We're going," Maj. Martin an-ounced. Was not quite ready. Harding, his flight companion, ar-ranged to join them later. Sacramento was reached within four and one-half hours. Then, three of the airplanes rose from the field and vanished over the racks, Wash., where the first rains were encountered. On the fourth

*********************** HIGH POINTS OF INTEREST IN **RECORD-BREAKING FLIGHT TO** END TODAY AT CLOVER FIELD

Here are the brief facts concerning the 'round-the-world flight which will be completed today at Clover Field, Santa Monica:

Start of flight-Clover Field, Santa Monica, March 17, last, Number of airplanes that started—Four.

Type of planes and where built-Douglas world cruisers nstructed at Santa Monica. Personnel of flyers at start-Maj. F. L. Martin and Sergt

L. Harvey; Lieut. Lowell Smith and Sergt. A. H. Gurner; Lieut, Erick Nelson and Lieut, John Harding; Lieut, Leigh Wade and Lieut. H. H. Ogden. Personnel of flyers to finish-Lieut, Lowell Smith and Lieut,

Leslie Arnold (Lieut. Arnold relieved Sergt. Gurner at Seattle;) Lieut. Erick Nelson and Lieut. John Harding: Lieut. Leigh Wade and Lieut. H. H. Ogden. (Lieut. Wade finished flight in a dupli-Number of miles covered over water-16,815 (approximately.)

Land-11,230 (approximately.) Total distance flown, 28,045 miles, or about 3000 miles more than the total distance around the earth on a great circle.

Longest hop in miles-875 miles, from Reykjavik, Iceland. Frederiksdal, Greenland. Time, eleven hours.

Longest hop in hours-Eleven hours, thirty minutes, from Attu Island to Paramashiru, Japan. Distance, 872 miles. Greatest distance covered in one day-900 miles, made in wo hops from Yetorofu Island to Kasumigaura. Time, ten hours

Shortest hop-Eugene, Or., to Portland, Time, one hour, ve minutes. Number of countines traversed-Twenty. Most northerly point reached-Reyjavik, 64 deg. north of

equator

Most southerly point reached-Saigon, French Indo-China 10 deg. north.