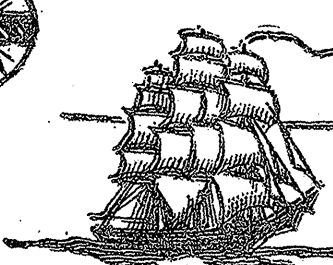
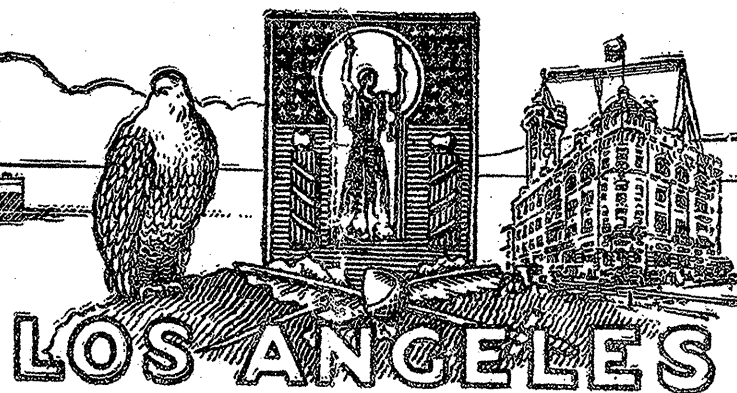


WELCOME TO THE WORLD FLYERS

Souvenir Edition—Compliments of The Los Angeles Times



The



LOS ANGELES

Times

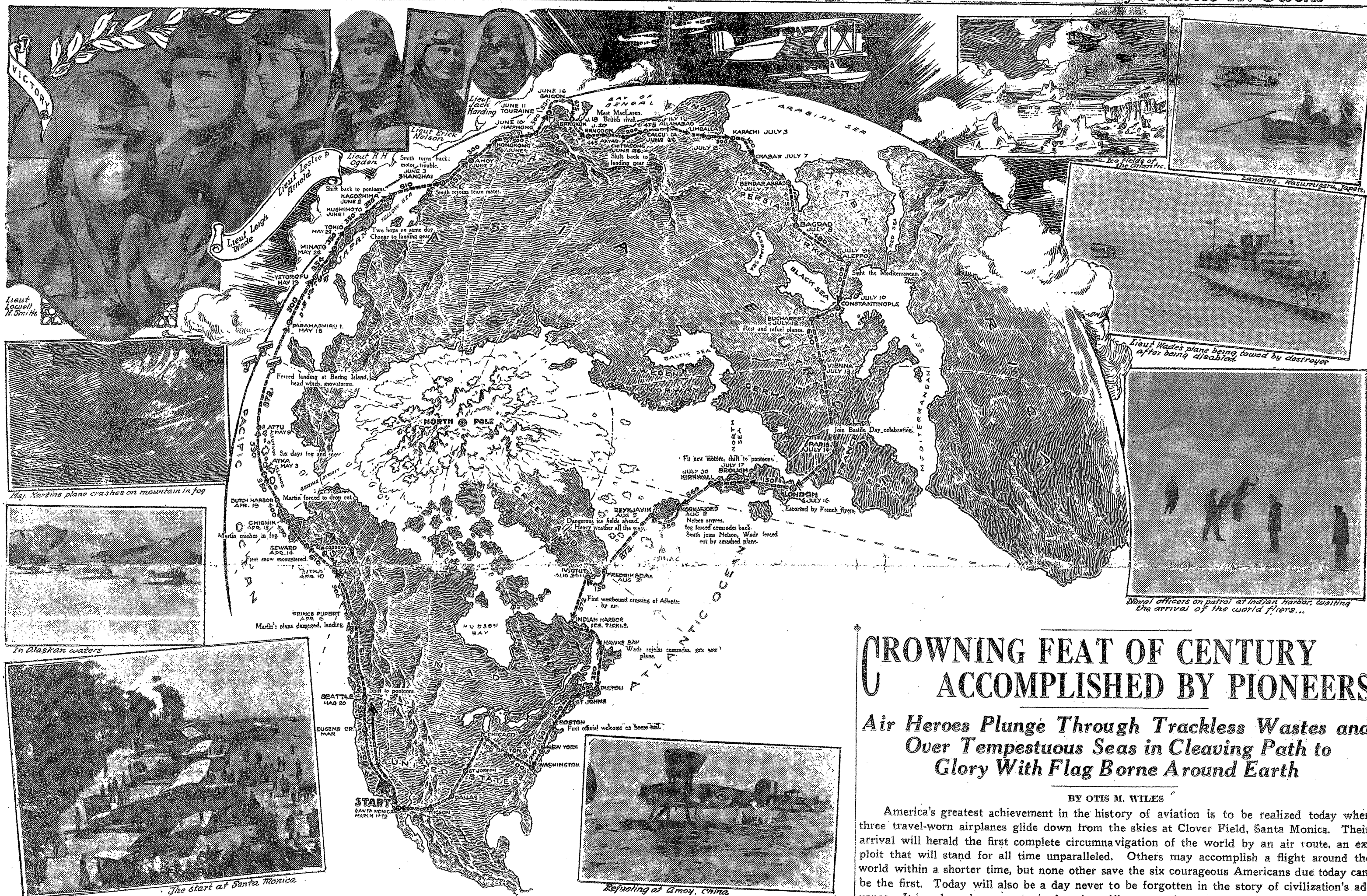


TUESDAY MORNING, SEPTEMBER 23, 1924.

DAILY, 5 CENTS.
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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



CROWNING 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

BY OTIS M. WILES

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 and pioneering.

It will be a day for all nations—did the indomitable spirit of pioneer pathfinders assert itself. "We're going," Maj. Martin announced. And, one by one, in a great crescendo of throbbing engines, three of the airplanes rose from the field and vanished over the Santa Monica Mountains. In their cockpits were Maj. Martin and Staff Sgt. Harvey; Lieut. Smith and Lieut. Leigh; Lieut. Wade and Lieut. Nelson. (Continued on Page 3, Column 1)

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, constructed at Santa Monica.

Personnel of flyers at start—Maj. F. L. Martin and Sergt. A. 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 duplicate plane.)

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, to 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—300 miles, made in two hops from Ytorofu Island to Kasumigaura. Time, ten hours.

Shortest hop—Eugene, Or., to Portland. Time, one hour, five minutes.

Number of countries traversed—Twenty.

Most northerly point reached—Reykjavik, 64 deg. north of the equator.

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

PURPOSE OF WORLD FLIGHT IS DISCLOSED BY GEN. PATRICK

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 vividly, but such was not the primary purpose of those who planned it, nor was it authorized by the 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 Clover Field.

The first circumnavigation of the earth by airplane will be completed here—at Clover Field.

The commander of the historic 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 Harding, is residing in Los Angeles.

GIFT FROM PEOPLE DIRECT

Flyers' Purse Declared Southland's Own Way of Showing Sense of Possession in Flight

The pot of gold at the rainbow's end which Southern California uncovers today for the world flyers holds more than the painted medium 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 value which is not current and never can pass to any hands but the first owners—an incommunicable tribute of admiration and affection. Money always makes an acceptable gift, but there was more than presentation and another souvenir, it came to those who were planning for the day of homecoming that in all these ceremonies, one like another and all an incident of 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.

Those who go to Clover Field will find authorized collectors 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 mechanics, 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 to the flyers.

Nobody who helps pass it on gets a penny for his time or his willing work.

ONLY ONE TRAIL

The trail blazed round the world by Army flyers is only one of a system of aerial highways, covering the continental limits of the (Continued on Page 2, Column 1)