Two Texans Break a Record

REGINALD L. ROBBINS
—Courtesy Helm & Hamlin

Reginald L. Robbins and James Kelly Fly Ryan Brougham 172 Hours 32 Minutes To Better "Question Mark" Record; Plane Not Second-hand as Intimated by General Press

JAMES KELLY

By B. D. Adams

Assistant Sales Manager, Mahoney-Ryan Aircraft Corp.

One of the fortunate things about the finish of the ROBBINS-KELLY Endurance Flight in their Ryan Brougham "FORT WORTH" was that no blame could be laid at the door of any manufacturers' products. In other words, the ship functioned perfectly throughout the entire 172 hours, the motor and magnetos failed to miss a beat, even during the most severe electrical storm which was ever seen in the vicinity of Fort Worth, and the propeller failed only from a natural cause, for which the manufacturers need feel no chagrin.

There seemed to be a wrong impression regarding this cracked propeller and after just having returned from Fort Worth, and having made a complete inspection of the ship, the writer would like to put out a clean bill for all manufacturers concerned.

In greasing his rocker arms, Kelly climbed out of the left hand window of the ship and edged his way along the outriggers until he reached the beginning of his catwalk, which is made of ⅝ inch steel tubing welded into a semi-circle below the engine and connected by longer rods to the fore and aft ends of the motor mount.

The first three days Kelly used no parachute in making his twice-daily rounds of the motor. He used a safety-belt somewhat similar to those used by the window-washing profession and hooked this over a convenient valve-cage or exhaust stack to secure himself while doing the greasing. In flipping this belt around one of the rocker arms the early part of the week, the buckle on the end struck the propeller, causing it to sustain a gash probably 1½ inches long by 1 inch wide.

It was because of this gash that moisture seeped into the wood and caused the crack to extend fully eighteen inches by the time the plane had landed on the eighth day. Fair weather during the first six days of the flight permitted the propeller to function perfectly without interruption.

The ship used by Robbins and Kelly was Ryan number 52 on which delivery was taken by Robbins himself, not a second party, as intimated by the general press, on November 1, 1927. The ship was originally powered with Model A, 150 h.p. Hisso motor. Early in 1928 Robbins replaced this with a J-5 which had had already approximately 500 hours on it.

In preparing for the flight, the wing was removed and a 110-gallon tank inserted in the center of the fuselage, leaving room enough for the men to crawl over it fore and aft. In the bay directly behind the actual cabin, the top of the fuselage covering was removed, and a seat installed, together with dual control, which enabled the ship to be piloted from the stern. Both pilots were back in the after cockpit during refueling which was accomplished from a regular downspout hookup which extended out of the main tank and ran along the high-hand side of the plane to a point alongside of the after cockpit where it terminated in a funnel. A suction outlet on this side indicated to the refueling pilot just when his tank was full.

The pilots started the trip without having had any experience in re-fueling, but had attempted two contacts with a hose. Approximately 37 feet of one and one-half inch hose was used, which enabled the refueling plane to discharge 110 gallons of gasoline in eight minutes. On one occasion a two and one-quarter inch hose was used which discharged the above amount in three minutes, but such difficulty was experienced in hauling this back that it finally had to be cut off with a hacksaw, and the major part of it was dropped.

In hauling supplies up and down, [illegible] was discovered that a weight of at lea[illegible] 80 lbs. was necessary to prevent [illegible] bag from swinging back into th[illegible] pennage of the refueling pla[illegible] one occasion a light load di[illegible]

K. K. Hoffman, pilot of the refueling ship

entangled in the stabilizer and caused the refueling plane to land while the endurance plane followed them down until they saw the difficulty was not serious. The closest contact was made at ten feet and in the seventeen refuelings, only two were broken, and no large quantity of gasoline was lost.

Among the interesting features of the flight were the replacement of a tachometer shaft in the air and the installation of an air-driven gas pump. The plane originally had a wobble pump by which the gas was forced by hand from the cabin tank to the wing tanks. On Wednesday, the fourth day of the flight, the fliers requested a wind-driven gas pump which was built on the ground and sent up to them and installed in one of the outriggers. Kelly did all the plumbing incidental to the installation which functioned perfectly for the remainder of the flight and relieved the fliers of much work.

During some of the practice flights preparatory to the takeoff, Robbins and Kelly practiced going up to 8000 or 10,000 feet, cutting the motor, changing the spark plugs and adjusting the valves, but they had no need to do this during the main flight.

The ship was completely recovered for the purpose of the flight but had the original streamlining and fairing. The door and window on the right hand side and the rear door on the left hand side were covered over with fabric for protection during the flight and the fliers also had a tarpaulin which they could draw over the opening in the fuselage during the rain.

Robbins was quite sick the first two days of the flight, but his condition was alleviated by some good old Texas medicine and a few pills. Upon inspecting the ship after the flight, the valve cages were found to be packed with grease and the valve clearances were not off .0002 of an inch. The spark plugs and magnetos were in good condition and the latter after a little cleaning were good for another 172 hours.

Re-fueling was done entirely by another Ryan piloted by K. K. Hoffman and H. S. Jones. The refueling was done from a hole in the bottom of the second Ryan owned by the Midland Oil Company of Tulsa, Oklahoma.

Upon completion of the flight, Sunday, Robbins remarked—"That old Ryan is good for two or three years yet. We could have stayed up two weeks easily if it hadn't been for hard luck with the prop."

Flight Attracts Scant Attention At Start

Flyers Get Largest Ovation Ever Tendered Airmen In Fort Worth At End of Hop

By Frank Reeves
Staff Correspondent

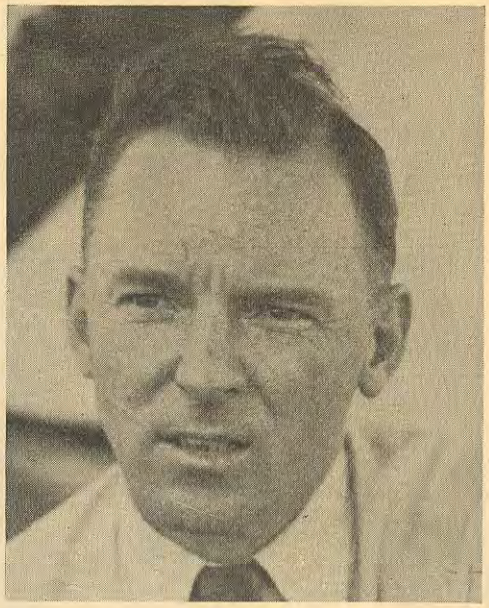
After 172 hours, 32 minutes and 1 second continuous flying, Reg. L. Robbins and his co-pilot, James Kelly, brought their rebuilt Ryan brougham, *Fort Worth,* to a perfect landing at Meachum Field, Fort Worth's municipal airport, at 5:05:25 p.m., May 26, for a new world's record.

The announcement that Reg. L. Robbins, commercial plane operator, accompanied by James Kelly, who had only recently received his pilot's license, as co-pilot would attempt an endurance flight at Meachum field beginning May 19 brought forth few witnesses for the takeoff. Even the first day's flight elicited scant interest, but as the plane soared hour after hour over the adjoining country interest began to be manifest and when the duo came to earth, they received an ovation such as has never been witnessed at the Fort Worth field.

The efforts of policemen to keep the crowd from the field when the plane landed were futile. For a time it looked as if the plane itself would be smashed by the frenzied wave of humanity that swept over the field utterly ignoring the mud and water puddles that had been formed by frequent showers and heavy rains. Footware was lost and trampled in the rush to see the two unknown fliers who had hung up a new record for endurance flying. The flight began under the most unpretentious conditions but ended in a wild acclaim from thousands.

When they climbed from the cramped quarters of the oil and weather marked plane that had been their home for almost eight days, willing hands bore them to waiting automobiles where a squad of motorcycle officers cleared a path for them to the Fort Worth Club.

Robbins conceived the idea of the flight. Practically unknown and unaided he planned and consummated this dream. For some time he had been a commercial pilot at Meachum Field at Fort Worth. During this time he had earned the reputation of a capable, efficient and dependable pilot.



H. S. Jones, co-pilot of the refueling ship

He was ready and glad to take anyone on short or long hops according to their desires and willingness to pay.

With no extravagant claims as to what he expected to accomplish; with no bid for publicity or help, he went about his plans for the flight. He knew it would take plenty of gas and oil to keep his ship in the air so he went to the Texas and Pacific Oil Company with the proposition that they furnish the gasoline, oil and grease that would be necessary during the flight. While they admit they were only slightly impressed with the possibilities of a record, they consented to the proposition and arranged for K. K. Hoffman to pilot the *Midland,* refueling ships. H. S. Jones, an official of the Midland Oil Co., elected to accompany the refueling plane to assist in the transfer of gasoline, oil, food and other necessities.

Robbins' flying background is practically unknown and totally lacking in color. It does, however, contain all the earmarks of determination and natural flying ability that played no small part in the desire and ability to place himself in the front ranks of aviation—not a desire begot by the love of the applause of the public, but a desire to fly, to succeed in his chosen profession. Kelly's background is even less obscure, but he too evidenced a desire to forge ahead.

During the war when pilots were being trained at Barron Field near Fort Worth they often flew over the Robbins home near Everman—just out of Fort Worth. Young Robbins often paused in his farm labors to watch the planes as they soared above. As he watched the desire to be a pilot was born—a desire that grew and matured.

When Robbins was 18 he left home to secure other employment than farm work. He came to Fort Worth and obtained employment driving a truck at $15 a week. Later he went to work at Arlington for a fence company and then obtained employment with a railroad company.

When he was 19 he met Gladys Van Horn of Des Moines, Iowa, who was about his age and was working in an office in Fort Worth. When he had managed to save $45 they decided to get married, but after paying for the license and the preacher the funds were too limited to at-

J. W. Baretta, Texas Governor N. A. A., official timer holding the barograph on the flight

Reginald Robbins bidding his son farewell just before he took off on the record-breaking flight.—P. & A Photo

tempt a honeymoon. They shared a small farmhouse with a relative at Everman and bought a used car to drive to Fort Worth where they worked.

One day while driving around they happened to stop near a flying field and Robbins struck up an acquaintance with a pilot out of job and with very little money.

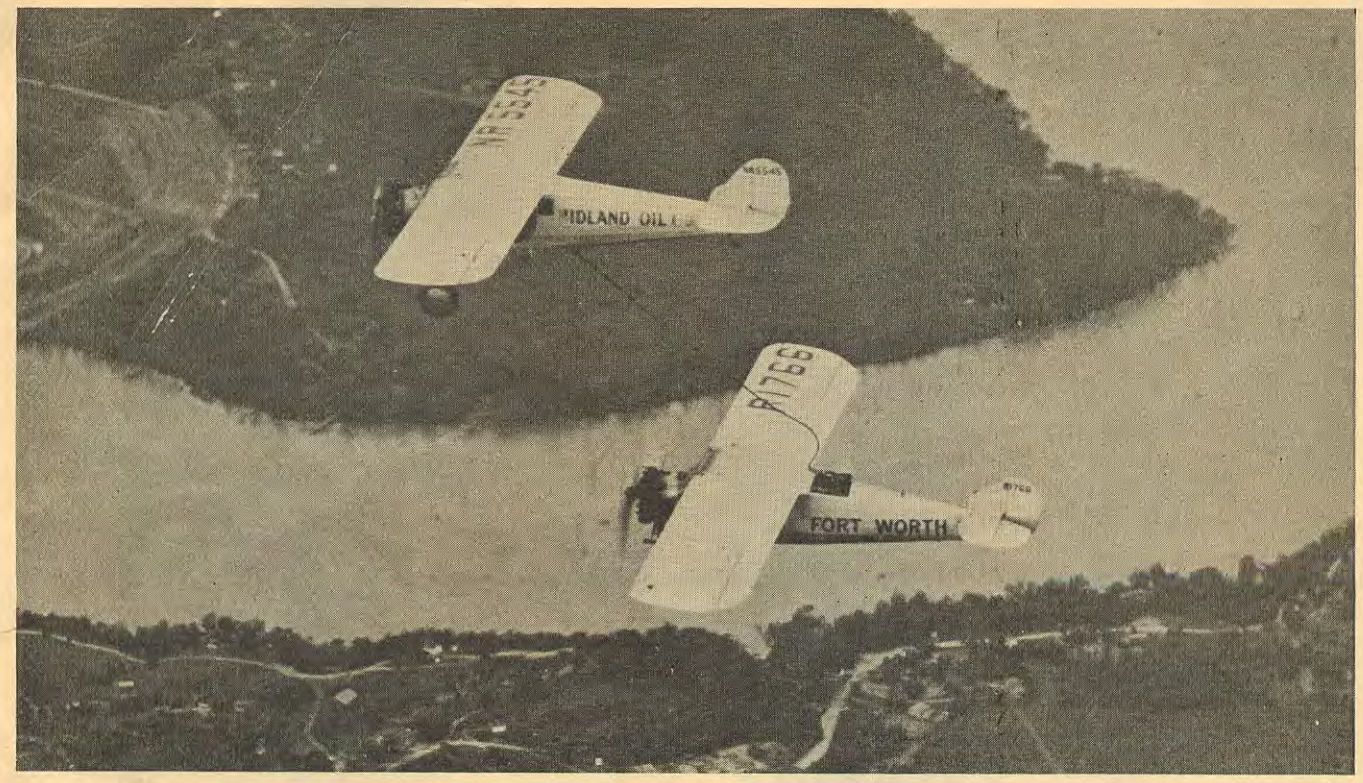
This chance acquaintance resulted in the eventual decision that they buy a plane—Robbins furnishing most of the money and in return to receive instructions in the art of flying. An old Standard, powered with an OX5, was purchased. At this time the prevailing price for such a plane was approximately $300. After the plane was purchased it was flown to the old Barron Field near Everman, but Robbins' enthusiasm was due to be short lived.

Before he had received a total of three hours training in flying the pilot partner decided to dissolve the partnership by taking Robbins' used car for his part of the plane. Robbins found himself the possessor of a plane but lacking in experience as well as a job.

Since he had nothing else to do he set about the task of familiarizing himself with the plane with the intention of teaching himself to fly. While engaged in this task a little boy came to the Robbins home. He was named Jack and relatives came to see him. While on such a visit a cousin prevailed upon Robbins to take him up for a flight. After much effort the plane was started and managed to take off.

The fact that Robbins later made the endurance record is proof that he came down safely. Robbins has little to say on the

The final gun before the blocks were pulled from the wheels—the takeoff of the Fort Worth.—P. & A. Photo.



The Ryan Brougham, Fort Worth, being refueled from another Ryan while on the epoch flight.—Courtesy Helm & Hamlin

subject other than admitting that it was hardly a perfect three point landing, but he did come down with much more confidence than he went up.

He continued to practice and one day while in Fort Worth he joined Herb Kindred in a barnstorming tour. He came back to Everman, loaded Mrs. Robbins and little Jack into the plane and was off. For three summers he toured with Kindred. In 1927 he branched out for himself and spent considerable time in flying about Des Moines, Iowa. When Fort Worth began to develop as an air center he decided to return to Texas. Since that time Fort Worth has been his headquarters the greater portion of the time. Week end trips to nearby towns were frequent where he took passengers on short flights.

When the T. A. T. flying school was opened at Meachum Field about a year ago the first pupil to enroll for a flying course was Jim Kelly from Caddo, Stephens County. Kelly had grown tired of the work on the ranch and when the school was opened decided to cast his lot in aviation. Almost a year later, on April 29, 1929, Kelly signed his application for Government Examination for his Transport Pilot's License. He then went to work as a mechanic at Meachum Field.

Robbins had been impressed with the work of Kelly as a student of T. A. T. and selected him as co-pilot from a number of available pilots.

K. K. Hoffman, who piloted the plane that refueled the *Fort Worth* during the flight, had experience as a pilot during the war period and later was connected with a commercial company as pilot in Mexico.

H. S. Jones, an official of the company furnishing the plane, became so interested in the flight that he decided to accompany the refueling plane, handle the hose while the gasoline was being transferred and deliver the food, oil and other necessities.

When Robbins took off on the flight he had gasoline and oil to last until the morning of the next day when the first refueling in the air took place. During the flight seventeen refueling contacts were made and except for one occasion when the connection was broken and resulted in losing some of the gasoline the refueling operations were entirely successful.

Refueling operations were generally accomplished between six and seven o'clock mornings and afternoons. Robbins would fly over the airport and drop a note advising their needs and the altitude most suitable at that particular time for the refueling. During the refueling operations the ships would usually lose around 1,500 feet in altitude and the time required for the actual contact ranged from six to eight minutes. It often required as much as an hour for the refueling plane to take off and get in position to refuel the ship.

When the refueling plane had reached the proximity of the *Fort Worth* it would fly above it and Robbins would maneuver his plane slightly back of the refueling ship and some twenty to thirty feet below it. The wind pressure pulled the refueling hose slightly backwards. When Kelly could reach the trailing hose it was inserted in the opening to the gasoline tank and then he signaled Jones who would turn on the gas.

Hoffman would fly a straight course and Robbins with his eye constantly on the plane above and slightly ahead held the *Fort Worth* in position. When the gasoline had been transferred a signal would be given and Hoffman would dip to the right and Robbins to the left—a predetermined arrangement—and the hose would be pulled aboard the refueling ship.

Then the position would be regained and the other supplies would be lowered in sacks to Kelly. Some afternoons two refuelings were made in order to assure an ample supply in case adverse weather delayed the operations the next morning.

Despite the vibration caused by the damaged propellor during the last twelve hours of flight the engine was found to be in good condition at the end of the long flight. A second check was made by E. M. Walsh, Paterson, N. J., Wright aeronautical expert, who had the following to say:

"There was not a thing wrong with the motor. I checked it as far as I could without taking it down."

It will be recalled that valves and their allied mechanism terminated the flight of the *Question Mark*. Walsh, who was sent by the Wright factory to get the motor in shape for the flight and to examine it after it landed, reported valves and rocker arms in good condition.

"I set the valves with a clearance of .020 of an inch and found in my second examination of the ship after it came down that the clearance had increased only to .027 and .030. It is customary to set valves for flight of ordinary duration at 0.40, but to prevent excess clearance, should the push rods be allowed to become dry, I only allowed half of the usual clearance. I am now of the opinion that it would have taken 200 hours of flight to advance the clearance to the usual .040 of an inch."

The rocker arms had plenty of grease and there were no signs of wear, according to Walsh, who checked the compression of each of the nine cylinders and found it sufficient.

Walsh attributed the good condition of the motor to the faithfulness of James Kelly, co-pilot and mechanic of the *Fort Worth*, to his task of keeping it greased although he had to endanger his life in making each trip on the cat walk.

The Wright Whirlwind motor has a dual ignition system with two spark plugs for each cylinder fed by two Scintilla magnetos. The motor will run with only one set in operation at a loss of about 20 revolutions per minute.

Both systems were working when the plane landed and all spark plugs were firing, according to Walsh.

The AC plugs in the *Fort Worth* flashed

In the largest ovation ever tendered fliers at Fort Worth, citizens overwhelmed Robbins and Kelly. Picture shows crowds running to greet fliers when Fort Worth finally landed.—P. & A.

approximately 130,435,200 sparks, equivalent to an unbroken flash of light 41 miles long. This is a world record for the continuous firing of spark plugs.

In commenting upon the achievement of the pilots, Kelly and Robbins, Hector Rabezzana, chief spark plug engineer of the AC company said:

"A flight of this kind imposes one of the hardest tests on spark plugs, far exceeding that incurred by speedway automobile runs. And it shows that the spark plug is just as reliable as any other part of the engine. If the plugs in any one cylinder had failed to function, the plane would have been forced to land."

The carburetor was found to be in perfect condition. Walsh looked at the strainer on the gas line and found it clean.

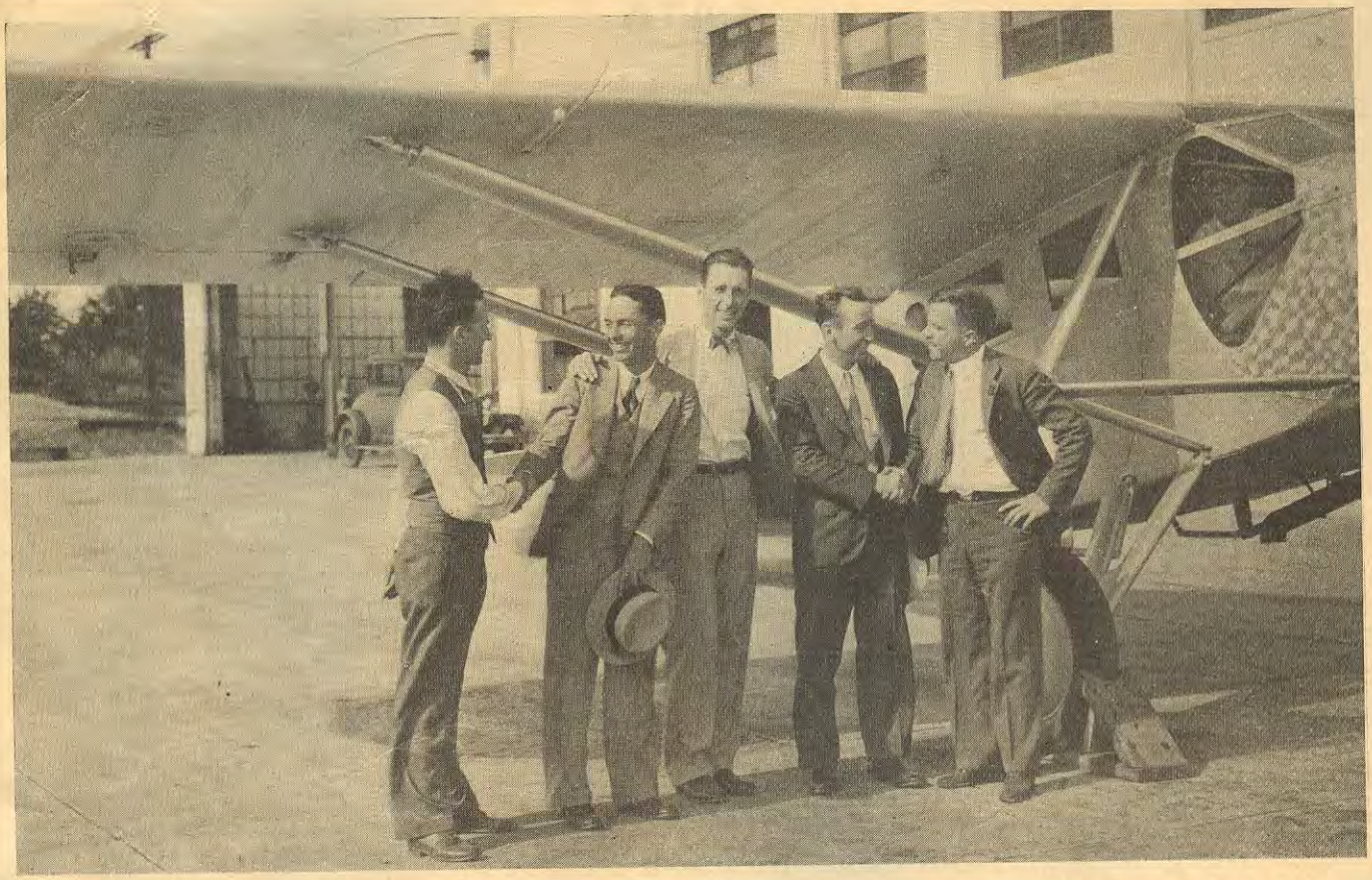
During the first two days the plane was in the air the log shows that the motor was turning between 1,400 and 1,700 revolutions per minute and some times as low as 1,300. The breaking of the tachometer shaft prevented a complete record being kept.

The crankshaft showed no indications of wear, although it was spinning an out of balance propellor during the last 12 hours.

An increase from .015 to .020 of an inch in the gap of the spark plugs was noted by Walsh, who declared they would have lasted considerably longer.

A constant and sufficient oil pressure was maintained throughout the flight, according to the log, except while oil was being

Fliers were bedecked with flowers after triumphal landing. Left to right in above picture are Robbins' father, R. L. Robbins, Mrs. Robbins, James Kelly, Mrs. Kelly, Lady Mary Heath and Amon L. Carter, publisher Fort Worth Telegram.—Courtesy Helm & Hamlin



As a reward for their courage and fortitude, Robbins and Kelly were given a new Ryan Brougham, donated by the Mahoney-Ryan Aircraft Corp., equipped with a Wright J6 Whirlwind.—Courtesy LeRoy S. Robbins.

drained. This was done with the plane in the air by allowing the oil to run out until the pressure dropped to near the danger point and then adding fresh oil.

The cowling on both sides of the fuselage had jarred loose. It can be grasped with the hand and pulled back revealing the interior of the cockpit and the control with which the ship was operated. This damage was probably partially due to bad weather, although mechanics at the airport thought it more probable that severe motor vibration jarred the cowling loose.

One of the aluminum coverings of a wing strut was badly ripped and torn while the other was damaged some. This also resulted from vibrations.

The gasoline tank was between the front seat occupied by the pilot and the one used by the assistant. Sleeping accommdations were provided by a hammock swung over the tank and beneath the top of the cabin. This, however, proved to be somewhat unreliable and Kelly was thrown from it and for a time it was feared a rib had been broken when he fell on the gasoline tank beneath the hammock.

The plane was operated on four hour shifts with the inactive pilot getting what sleep he could during these periods. The pilots reported very little sleep and rest the first 36 hours, but after that time became more accustomed to their cramped surroundings and the constant purring of the motor. When they first stepped from the plane they complained of their feet and legs being a little wobbly—due no doubt to the necessity of sitting down for such a long period of time and unable to stretch and rest their legs.

A light wind prevailed during the majority of the time the plane was up and flying conditions were very good. While occasional showers occurred, the pilots were able to take the plane above the clouds or locate dry spots within a safe distance of Meachum Field, and return to the home port for the refueling operations. Saturday night shortly after they had exceeded the *Question Mark's* record of 151 hours a rain, wind and electrical storm came up that caused grave concern for their safety and the management of the ship.

To escape the first fury of the storm the pilots took their ship to Dallas and flew over Love Field for some time. Later when

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BERRY BROTHERS
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the storm came that way they came back to Fort Worth where the wind had somewhat abated but rain and heavy clouds prevailed with considerable lightning.

It was Sunday morning—the last day of the flight—that the refueling ship experienced difficulty in locating the *Fort Worth* because of the unfavorable atmospheric conditions. It was the punishment received during this storm that caused the crack in the propellor to open and eventually force the plane down.

Saturday afternoon when it appeared certain that a new record would be made thousands of people flocked to the airport to be on hand in case they decided to land in spite of the expressed intention of the pilots to continue the flight. After taking a new supply of gasoline and oil and food a few minutes before the expiration of the time limit they flew low over the airport and dropped notes stating that everything was O. K. and they hoped to make it at least 200 hours.

In order that the flight might have official recognition J. W. Baretta of San Antonio, Texas governor of the National Aeronautical Association, came to Fort Worth and placed the barograph in the plane at the beginning of the flight. He was official timer and appointed a number of assistants. To be official the plane was obliged to land at Meachum Field in order that the barograph could be removed and stopped in its recording of the time and altitude. The key to the barograph was kept locked in the safe at the airport. This fact added to the concern for the safety of the pilots during Saturday night's storm. Had they been forced down at some other point the record would not have been recognized by the aeronautical association. after noon Sunday saying they would land around four o'clock each of these made a rush for the field to be on hand and were among the first to congratulate them. In Captain Baker's note he urged Robbins to stay up until he used up every revolution in the "old J-5."

Mrs. Robbins and young Jack spent numerous hours at the airport office watching the *Fort Worth* as it loafed about the vicinity of Meachum Field. Mrs. James Kelly, a bride of six weeks, was always on hand and unfaltering in the belief that a new record would be made.

Mrs. Robbins stepped to the microphone to say a few words when the 150 hour and 40 minute record of the *Question Mark* had been exceeded by one hour as is required by the department to be recognized as a new record. Through a national hookup with WBAP the announcement was carried to all parts of the country as soon as the record was made.

As a tribute to the efforts of Robbins and Kelly when it looked that they would pass the record of the *Question Mark* a bonus of $100 an hour for each hour the *Fort Worth* stayed in the air in excess of the *Question Mark's* record. This was offered by six presidents of air lines: Graham B. Grosvenor, Aviation Corporation; Gen. John F. O'Ryan, Boston, Colonial Airways, Inc.; Paul Braniff, Tulsa, the Braniff Air Lines, Inc.; Dan Jones, St. Louis, Universal Aviation Corporation: Paul Riddle, Cincinnati, Embry-Riddle Corporation, and A. P. Barrett, Fort Worth, Southern Air Transport, Inc.

After the plane had been up almost a week it was recalled that the barograph would only run eight days and record the time and altitude of the plane at all times. Baretta said it would show as low reading at 3 feet. When it appeared possible for the *Fort Worth* to stay up longer than this period efforts were made to secure another barograph only to learn that this was impracticable if not impossible since the department could only furnish one from Washington and it could not arrive in time and then too it must be placed aboard the plane by the official timer in person.

While it was certain it would operate sufficiently long to make a new record an effort was gaining headway to have the association accept the record should be plane remain up after the barograph ceased to operate by remaining in the vicinity of Meachum field where it could always be under observation and hearing. This contingency, however, did not develop as it was functioning perfectly at the completion of the flight. The barograph was removed from the plane by Baretta and sent to Washington for examination and a report of the finding as shown by the readings on the barograph record.

During the flight no ship was permitted to fly within 300 feet of the *Fort Worth*, except the refueling plane when it went up to take supplies.

Telegrams, letters and small gifts were sent up to the fliers each day when the ship was being refueled. Among the many who stopped at Meachum Field to witness the flight were Captain Ira Baker, one of the crew on the *Question Mark* when it made the record for the army plane. Another was Lady Mary Heath, English aviatrix who is well known as a flier.

The aviation committee of the Fort Worth Chamber of Commerce set about collecting a sum to be presented to the pilots of *Fort Worth* and the refueling ship at a banquet to be given Robbins, Kelly, Hoffman and Jones. It will amount to $15,000 and posibly as much as $20,000.

They were guests of the aeronautical division of the American Society of Mechanical Engineers at St. Louis and when they landed at St. Louis they were presented with a new $14,350 Ryan brougham plane by the Mahoney-Ryan Aircraft Corporation for having set a new endurance flight record. The Wright Aeronautical Corporation also gave the flyers a new J-6 engine.

Their plans for the future are as yet unannounced but it is thought by those in closest touch with Robbins and Kelly that they will continue the partnership which began under so unpretentious conditions. The division of the fund that is being raised by the Fort Worth Chamber of Commerce will be proportioned among the four fliers according to their own decision.

Robbins and Kelly have received many offers that range from the humorous to those that possess attractive financial possibilities. They are conferring with their advisory committee of Fort Worth business men and will announce no decision for some time.

The flight records broken by Robbins and Kelly in their plane, Fort Worth, are:

Belgian aviators, Adj. Louis Crooy and St. Victor Groenen, 60 hours 7 minutes.

Graf Zeppelin, 111½ hours.

French dirigible Dixmude, 118 hours.

Question Mark, 150 hours, 40 minutes, 15 seconds.

Mamer Air Transport Will Begin New Service Aug. 1

Seattle, Portland, Butte and Walla Walla Will Be Main Terminals of Line

SPOKANE, WASH.—(UTPS)—Steps toward the inauguration of a large new transportation service company have been completed, states Clarence I. Paulsen, president of the Mamer Air Transport Co.

The company will begin service with four Ford Tri-motored airplanes about August 1 on a passenger route from Butte, Mon., to Spokane, Portland and Seattle.

The planes will fly on a "figure-eight" route, the Portland and Seattle planes leaving those terminals at the same hour. The Portland plane will fly to Seattle then to Yakima, Walla Walla, Pendleton, La Grande, Baker, Weiser, Boise and Butte. The Seattle plane will fly into Portland, then to Walla Wala, Spokane, Walace, Missoula and Butte. There will be two round trips daily over this route.

Seattle, Portland and Butte will be terminals with Walla Walla as the center.

Newton Wakefield, traffic manager, is now completing a survey of the route.

Firm Formed To Turn Out Miller Motor for Airplanes

(Staff Correspondence)

LOS ANGELES, CAL.—Quantity production of Harry Millers well-known race car motors will be the aim of a $5,000,000 corporation formed to turn out airplane and motor boat, as well as automobile motors in Los Angeles.

Mr. Miller of this city announced his plans for the factory in Indianapolis recently.

Miller said the new corporation will be known as the Miller-Schofield Company.

Production will start immediately, pending only the completion of a new factory to be located here. Miller will be director general of engineering for the concern. The personnel will include executives of several aircraft companies, among whom are Fred Keeler, Gilbert Beesemeyer and G. E. Moreland.

Inter Americas Air Line Starts Mexican Service

MEXICO CITY, MEX.—The air mail and passenger line which connects Mexico City with the cities of Puebla, Tehuacan and Oaxaca has been inaugurated by the Inter Americas Air Transport Co. which was recently granted a concession for this service. The first plane, piloted by George Pufflea, reached Puebla 31 minutes after leaving the Central Civil Airport at Valbuena Flying Field here. The air distance between Mexico City and Puebla is 42 miles.

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