

8-28-1929

THE IOLA DA

VOLUME XXXII. No. 260.

Successor to The Iola Daily Register, The Iola Daily Record and Iola Daily Index.

IOLA, KAN., WEDNESDAY

GRAF SAILS OVER IOLA ON FLIGHT

World-Engirdling Dirigible
Puts in Appearance Over
County at 8:15 a. m.

IS GREETED BY PLANES

Two Iola Pilots Fly Along-
side Great Ship Which
Conquered Pacific

The world-engirdling Graf Zeppelin, late of Lakehurst, N. J., Friedrichshafen, Germany, Tokyo, Japan, and Los Angeles, Cal., passed through Allen county skies in the vicinity of Iola at about 8:15 o'clock this morning. The giant dirigible, fresh from the first non-stop conquest of the Pacific ocean in its flight from Tokyo to Los Angeles, suddenly appeared over Kansas early this morning after having twice changed its course during the late afternoon yesterday and last night. It had been reported bound eastward from El Paso for Fort Worth and Little Rock, Ark., a course which if held would have taken it hundreds of miles east of Iola.

At 9:30 a. m., just 86 minutes after the big ship first was sighted here, the Graf Zeppelin was reported to have reached the outskirts of Kansas City. From Kansas City the ship headed on a bee line for Chicago, apparently fighting to make up time lost during the night over the rugged, storm-infested mountain area of Western Texas. The courses of the Graf and the navy dirigible, Los Angeles, were to converge today above the Cleveland, Ohio, airport where the national air races are being held.

Veering to the right to keep its

held.

Veering in the night to keep its aerial assignation with Kansas towns and Kansas City, the great ship tacked back through Oklahoma and the first word Iolans had that the ship would pass this way was by radio early today, reporting it had appeared over Independence.

Iola Pilots Greet Graf.

Iola aviators immediately assembled at the Iola airport and when at 8:13 the silver monster of the skies poked its nose over the southern horizon, appearing to be just east of the cement plant stack, two of them hopped off to greet Dr. Hugo Eckener, commander of the Graf, and give their passengers the thrill of their lives.

Traveling at a rate of approximately 80 miles an hour, the huge monster was hard to catch. Sailing through fog laden skies at an altitude of 2,000 feet, the aerial argonaut loomed indistinct and forbidding in the distance.

Pilot Ross Arbuckle in his American Eagle, with H. C. Harris as passenger, hopped off first. Then Fritz Womack in the Murray Sport with a reporter eagerly crouched in the front cockpit, look to the air.

Chase Is Thrilling.

The chase was a thrilling one. Fighting for altitude and speed at the same time, the Murray plane performed nobly. Sailing abreast of the great ship, miles to the west, the little ship stuck its waspish nose high in the air and darted toward the Graf.

The chase covered nearly twenty miles, with poor visibility and the chilly damp of the fog adding to the eerie feeling induced by the appearance of the monster conqueror of space just returned from Siberian wastes and the stormy Pacific.

At Lone Elm the fight was won and the little sport plane familiarly nosed up alongside the Zeppelin. Arbuckle's American Eagle was patrolling the air lanes just east of the German air mistress. The American Eagle darted hither and thither like a bothersome insect, at times appearing to settle on the tail of the great dirigible like a greedy fly on the flank of a horse. At other times the Eagle actually seemed to be skimming the back of the Graf, at others to be rising from a hidden hatch in the air Leviathan's back.

Sport Sails Close.

The Murray Sport sailed closer. The words, GRAF ZEPPELIN, loomed distinctly now on the nose of the dirigible. The figures and letters, LZ127, stood out near the fin-like tail. The huge forward cabin reflected the light of the sun through its many glass windows. The side and under gondola engines were humming actively, although their noise was drowned by that of the Murray's powerful LeRhone motor. The silver scale of the dirigible was wrinkling and rolling as, though controlled by the

Number 1

(Continued from Page One)

monster's mechanical nervous system.

A radio antenna was hanging from the forward gondola and appeared in the eyes of the airplane callers like a wisp of seaweed hanging from the gaping lips of some huge juggernaut of the ocean.

Passengers Waved.

Waxing impudent, the little Murray, guided by the expert hand of Pilot Womack, headed straight for the nose of the Graf. Figures through the windows were peering interestedly at the little plane—watching it bank and cavort. The figures waved.

Then the little plane decided to examine even more closely. Diving within 100 feet of the Graf, it passed underneath the sky beast's silver belly, its passengers gazing upward at the rows of windows seen through the now clear air thinned by the diagonal rays of the sun.

The ship's gondola motors, all now clearly visible, were driving the Zeppelin along at an 80 mile clip.

After following underneath the dirigible for more than half a mile, the Murray sport waggled its little wings in impish good nature and turned to go back to its airport.

Return Trip Lonesome.

The return trip, now the Zeppelin had disappeared taking its ponderously friendly company out of the picture, was surprisingly long and chilly. The sport, its occupants unaware, had flown nearly a score of miles in company with the far-sailing Graf. With the earth mantled in fog and the air surprisingly chilly a thousand feet up, the sport plane bored its way through the mist and eventually found its own home field, landing but a few minutes before Pilot Arbuckle brought his American Eagle to earth.

The appearance of the Graf Zeppelin was reminiscent of the visit last February of its smaller sister of the air, the navy dirigible Los Angeles.

Longer Than Los Angeles.

The Graf is 776 feet long, 98 feet in diameter, 114 feet longer than the Los Angeles. It is driven by five reversible engines of 550 horse power each, fueled by "blue gas." It cost about one million to build and is owned by the German people, the money for its construction having been raised largely by popular subscription.

The Graf started its round-the-

thinned by the diagonal rays of the sun.

The ship's gondola motors, all now clearly visible, were driving the Zeppelin along at an 80 mile clip.

After following underneath the dirigible for more than half a mile the Murray sport waggled its little wings in impish good nature and turned to go back to its airport.

Return Trip Lonesome.

The return trip, now the Zeppelin had disappeared taking its ponderously friendly company out of the picture, was surprisingly long and chilly. The sport, its occupants unaware, had flown nearly a score of miles in company with the far-sailing Graf. With the earth mantled in fog and the air surprisingly chilly a thousand feet up, the sport plane bored its way through the mist and eventually found its own home field, landing but a few minutes before Pilot Arbuckle brought his American Eagle to earth.

The appearance of the Graf Zeppelin was reminiscent of the visit last February of its smaller sister of the air, the navy dirigible Los Angeles.

Longer Than Los Angeles.

The Graf is 776 feet long, 98 feet in diameter, 114 feet longer than the Los Angeles. It is driven by five reversible engines of 550 horse power each, fueled by "blue gas." It cost about one million to build and is owned by the German people, the money for its construction having been raised largely by popular subscription.

The Graf started its round-the-world flight Wednesday, August 10, at 9:39 p. m. from Lakehurst. It arrived at Friedrichshafen, Germany, early Saturday, August 19, having completed the first leg of its flight, 4,200 miles, in 55 hours and 24 minutes.

Flies To Tokyo.

Leaving Friedrichshafen at 9:23 a. m. Wednesday August 14, the ship headed over the Siberian land for Tokyo, landing at Komagaura airport at 3:27 a. m. Monday, having flown 8,830 miles in 101 hours, 53 minutes.

The dirigible left Japan Friday August 23, at 12:13 a. m. for Los Angeles. The conquest of the Pacific, the first of its kind ever made, was accomplished at 8:25 Sunday when it appeared over Golden Gate in San Francisco. At 7:11 a. m. Monday, the dirigible had been moored at Los Angeles, completing a flight of 5,500 miles from Tokyo in 78 hours, 58 minutes.

The Graf left Los Angeles for Lakehurst and the end of its round-the-world flight at 2:14 a. m. yesterday morning.

This morning it had penetrate through Arizona, New Mexico, Texas, Oklahoma and into Kansas, appearing over Independence at 7:2 a. m. and over Iola at 8:15 a. m.