

ARMY AND NAVY AIR NEWS

The Flight of the Airship C2—The following particulars of the trancontinental flight of the Army airship C2 covering the journey from Langley Field to Brooks Field, Tex., are given in *Air Service News Letter*:

The Army non-rigid airship C2 arrived at Brooks Field at 1.25 p. m. Sunday afternoon, Sept. 17, after completing the longest non-stop flight ever attempted by an Army airship.

The C2 left Langley Field at 12.25 a. m. Thursday morning, Sept. 14 and headed for Pittsburgh. About 3.30 a. m. the ship was flown on a gradual ascent until an altitude of 4,000 ft. was reached. At this altitude the Appalachian range was crossed. For 15 minutes while crossing the summit of the range, particularly disturbing conditions were encountered. After crossing the range at 7.00 a. m., the ship was flown at an altitude of 2,000 ft. until Pittsburgh was reached at 8.10 a. m. One-half an hour was spent in circling Pittsburgh and taking photographs. While over the city one motor cut out, due to the loss of the wind propeller on the gasoline pump. With the use of an emergency hand pump the motor was again started and kept going until Akron, Ohio, was reached at 11.20 a. m., where a good landing was made, thus completing the first leg of the long flight.

At Akron the ship and crew were taken care of by the Goodyear Tire and Rubber Company. The ship was housed in the big Goodyear hangar, and was thoroughly inspected by the ship's crew and a skilled crew from the Goodyear factory. The ship was refilled with hydrogen and gasoline. After spending the night in Akron, the airship left the following morning at 9.25 a. m. for Scott Field. Enroute the ship circled over Columbus, Ohio, taking photographs of Columbus Circle and barracks. The ship was then headed for Dayton, where a safe landing was effected. Here 65 gal. of gas were taken on, but no hydrogen. Taking off at 4.00 p. m., the ship headed for Cincinnati, which was reached two hours later. After circling the city and taking photographs, the C2 headed for Scott Field, Belleville, Ill., at 6.25 p. m., and arrived there at 10.35 p. m., eastern time.

The night flying was done entirely by compass, and it speaks well for the navigators that when the lights of the hangar came into view the ship was directly on its course.

After a night's stay at Scott Field, the ship left at 9.25 p. m. the following night for Dallas, Tex. Rain storms, which lasted for about an hour, were encountered immediately after the take-off. The Ozark Mountains were crossed at midnight at an altitude of 3,000 ft. Dallas was reached about 7.45 a. m., Sunday morning, Sept. 16. The ship flew over the city and proceeded to Fort Worth, arriving there at 8.30 a. m. Photographs of the city and the Helium Plant were taken, and fifteen minutes later the journey to Brooks Field was resumed, San Antonio being reached at 1.15 p. m., and the landing at Brooks being made ten minutes later, thus successfully negotiating the longest leg of the trancontinental flight.

The C2 was commanded by Maj. H. A. Strauss, A. S.

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