

Here are two Sooner flyers who have established world records this year. At the immediate right is Bennett H. Griffin, '17as, of Oklahoma City, who made the fastest as well as the longest continuous flight across the Atlantic ocean during the summer. The photograph immediately below is that of Jimmy Haizlip, '28ex, of St. Louis who has set a new transcontinental speed record across the United States. The ship in the photograph is "Miss O. U." and the photograph was taken several years ago when Mr Haizlip was working his way through school at the Norman airport as an aviation instructor

Laurels to these Sooner flyers

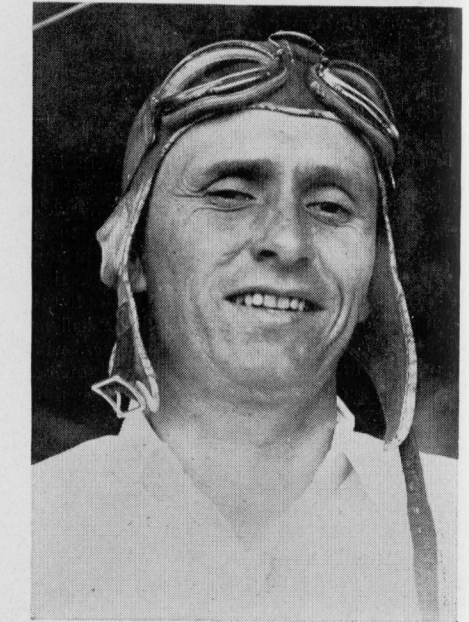
A Sooner has made the first non-stop flight from continental America to Berlin, Germany. He is Bennett H. Griffin, '17as, of Oklahoma City, nationally known flyer, who with James Mattern flew the *Century of Progress* from Harbor Grace, Newfoundland, to Tempelhof airport, Berlin, in eighteen hours.

Another Sooner, Jimmy Haizlip, '28ex, of St. Louis, added to the laurels of Sooners at almost the same time that Roy Hunt, manager of the Norman airport, won the Cord derby, by establishing a new cross-country speed record, making the transcontinental flight in ten hours and twenty minutes. Mr Haizlip, member of Beta Theta Pi fraternity, helped establish the Norman airport with B. S. "Cheebie" Graham and worked his way through school by flying. Mr Haizlip came to the university from Muskogee and was enrolled in the university for two years. He worked as flying instructor at thirty-five cents an hour for Hunt and Graham, Hunt supplying the mechanical knowledge, Graham the money and Haizlip the flying skill, although Graham himself is an aviator but at the time was busied with the management of the Stadium-Union Corporation.

Mr Griffin had made his first transoceanic attempt in the ill-fated Dole Pacific flight several years ago. He very wisely did not attempt to continue with that flight when his machine developed trouble. Many of the entries in the Dole contest lost their lives and ships in the Pacific and were never recovered. Flying, to be really considered such, is not a matter of bravado but of reality; and

this Mr Griffin considered to be the important element.

For several years he has considered making an around-the-world flight. The Post-Gatty flight of last year was made by an Oklahoma-backed ship. This year Mr Griffin realized his ambition. Harry Turner of Oklahoma City and John Mabee of Tulsa backed the flight. He and Mr Mattern of Fort Worth, Texas aimed to better the record established by Post and Gatty. They took off from Harbor Grace in their red, white and blue ship July 5, sighted land ten hours and fifty minutes later and continued on their way to Berlin. There they landed at 5:40 p. m. July 6. From Berlin after a short rest they continued toward Moscow but unfortunately they had to come down in a peat bog mid-



PHOTOGRAPH COURTESY OKLAHOMA PUBLISHING COMPANY



way between Berlin and Moscow. Both fliers escaped with minor injuries but they were forced to abandon the flight. They returned to America by ship and arrived in Oklahoma in August. They plan to make the attempt again next year, since the season for favorably making such a flight is limited.

The associated Press reported the flight from Harbor Grace to Berlin as follows:

"Tired?" Mattern said, "not a bit. We've got double controls and we stood regular watches. While I was working Griff slept and when he took it over I curled up. It was ten hours and fifty minutes on the dot after we left Harbor Grace that we sighted land. We kept on and from there—I guess that was Ireland—we got to Berlin in seventeen hours and forty minutes flying time altogether.

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LAURELS TO THESE SOONER FLYERS

(CONTINUED FROM PAGE 14)

"We'd have got here sooner, oh, hours sooner, but we missed the town and veered off to the north. Griff spotted the name on a little railroad station and we turned around and came south again. For all we saw there might not have been any ocean at all. We were flying blind in fog and believe it or not, our altitude ran from six inches to 10,000 feet. Well, we went south of Scotland and then we hit the North sea. Just where we struck the continent of Europe, I don't know."

German pilots on the field were jubilant when the American plane came down. Several of them ran out to where it rolled to a stop and thrust foaming scuttles of beer at the fliers. To their amazement the Americans waved it aside. "What we want," said Griffin, "is a good long drink of water. That beer looks good but it might not set so well. We haven't had anything but oranges since we left New York."

But they both looked fine behind their wide grins as the welcome became a small ovation. Herman Koehl who took the airplane *Bremen* across to Greenley island a couple of years ago, was on hand to greet his friend Mattern whom he had met in Detroit.

When the crush was over Griffin and Mattern were taken over to the airport hotel where somebody gave them toothbrushes, soap and towels. More than two hours before they had landed they had been sighted over Hanover. Usually the flight from that city is a matter of less than an hour and when they did not appear at Templehof, those who awaited them at the field, including United States Ambassador Sackett, began to worry. It developed, however, that there was bad weather between here and Hanover, and the globe girdlers had been obliged to go out of their way.

The Mattern-Griffin ship was the first flown by Americans to reach Berlin on a nonstop flight from the western hemisphere and officials at Templehof airdome took note of the extraordinary occasion by raising the stars and stripes as the *Century of Progress* taxied across

the field. A band played the Star Spangled Banner.

The crowd on hand was not very large because the time of landing was unknown and an intermediate stop had been expected because of storm conditions in North Germany. Ambassador Frederick M. Sackett, who had come to the field when informed the fliers had been sighted at Hanover, unfortunately had left fifteen minutes before the landing.

The fliers remained in Berlin less than four hours and started on their way to Moscow, it being their intention to gain on the Post-Gatty record by short land stays, as well as by faster flying time.

Around 4 o'clock the morning of July 7 the ship developed trouble with the controls; the fliers thought they were over Moscow as they passed over the town of Borisov, fifty miles from Minsk, Russia, near the Polish border. The airplane was wrecked in the bog and the fliers continued by train to Moscow where they were received by the Societ.

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MARION MACDOWELL

(CONTINUED FROM PAGE 17)

Mrs MacDowell governs the colony, her gross mismanagement. In a short time Mrs MacDowell was equally surprised and delighted to receive from the Boston poet a courteous apology and a generous check for the colony treasury.

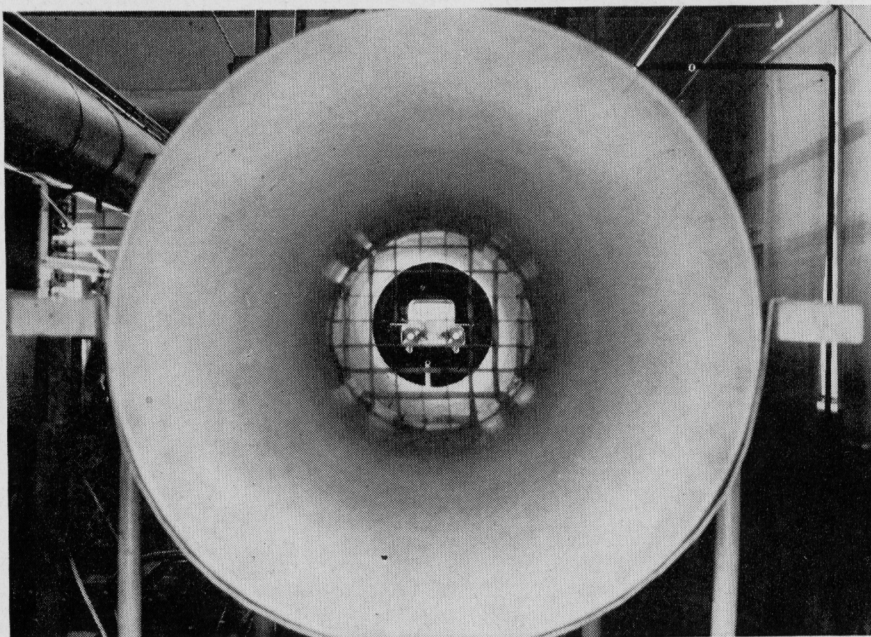
Mrs MacDowell takes the greatest neighborly interest in the life of the village and attends many of the local social and artistic affairs. I was her guest at a recital given by a pianist and a violinist, both Peterborough boys, who however were holding their own in New York's

musical activities. One of them was a son of the chief of police, the politest cop I have ever encountered in America. He was a good pianist, and I applauded both for himself and his father!

The care and kindness of Mrs MacDowell toward the individuals comprising her summer "family" are limitless. For hours each morning she sits at the telephone receiving requests, complaints or whatever comes over the wire, and no effort is spared to meet every reasonable desire. She calls herself a hen with her chickens; and she surely does scratch for them!

She may have made mistakes, in her long service, but I register the conviction that her mistakes, if any, were all on the side of generosity and benevolence; and also that no other woman could adequately fill her place if she were gone. She often said to me "I mustn't die until the permanent endowment is an accomplished fact, and the future of the colony assured; then I shan't mind, for I am tired."

She has sunk her personal ambition and her comfort in a purely unselfish fulfilment of an ideal. Much of the time she was in harness she has been on two crutches, and in great pain, but she never stopped unless she was positively disabled. The fruit of her labors is rich indeed: the roll of the artists who have found here ideal opportunity for creative work is a long and illustrious one, comprising such names as E. A. Robinson, Leonora Speyer, Willa Cather, Josephine Preston Peabody, Du Bose and Dorothy Heyward, Thornton Wilder, Julia Peterkin, Stephen Vin-



TESTED

This is not the Hudson river tube, as you might suspect, but it is looking into the wind tunnel of the mechanical engineering department, with a miniature car approaching, to undergo a test of the effect of air velocity