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### PRIZE WINNING RACE PLANES AND PILOTS :: SCOTT AT 3DB TELLS LONDON



SECOND AND THIRD MACHINES IN THE CENTENARY AIR RACE arrived in Melbourne yesterday. 1. The nose of the Dutch K.L.M. air liner, which Parmentier and Moll piloted across the finishing line at Flemington at 10.54 a.m. The chief pilot, Parmentier, is looking out from the giant plane. 2. Parmentier (left) and Moll, replying to an official address of welcome at Laverton aerodrome. 3. Col. Roscoe Turner, who arrived third, at 1.36 p.m., in Warner Bros.' Boeing transport plane. He carried a lion's tail walking stick, also a lion mascot. 4. The American Boeing plane at Laverton. Clyde Pangborn, co-pilot, and Reeder Nicholls, wireless operator, were Col. Turner's companions on the trip from England. 5. Scott and Black, winners of the race, broadcasting to London from 3DB yesterday. At back: Mr. T. Campbell Black, the Lord Mayor (Cr. Sir Harold Gengoult Smith), Wing-Commander A. T. Cole, and Mr. A. O. Edwards, owner of the De Havilland Comet. At the table: Scott and W. F. Daniels.



# Three Nations Fill Places in International Air Race

## GIANTS BATTLE AGAINST GREAT ODDS FOR SECOND PLACE

### Mud and Engines Delay Douglas and Boeing on Last Stage

### WALLER AND JONES IN AUSTRALIA

#### INTERNATIONAL AIR RACE

THE MacRobertson International Air Race (Speed Section). First prize £10,000 and gold cup valued at not less than £500; second prize, £1500; third prize, £500. Eleven thousand three hundred and twenty three miles. Thirteen starters.

D.H. COMET (Mr. A. O. Edwards's), C. W. A. Scott and T. Campbell Black (pilots), Britain . . . . . 1

DOUGLAS (Royal Dutch Airlines'), K. D. Parmentier and J. J. Moll (pilots), Holland . . . . . 2

BOEING (Warner Brothers'), Roscoe Turner and Clyde Pangborn (pilots), United States . . . . . 3

Official times: 1st, 71 hrs.; 2nd, 90 hrs. 18 min.; 3rd, 93 hrs. 5 min.

BUT for losing their way between Darwin and Charleville, where they arrived at 6.10 a.m. yesterday, four hours overdue, and for engine trouble at Bourke, the Americans, Turner and Pangborn, might have altered this result. The Dutchmen lost nearly 12 hours—wandering in the vicinity of the New South Wales border and stuck in the mud at Albury racecourse—and they beat the Americans to the finishing line by only 2 hrs. 42 min.

WHILE the Dutchmen, with the assistance of hundreds of Albury residents, were endeavoring frantically to shift the great Douglas, the Americans were being equally sorely tried at Bourke. A thrilling race was expected.

PARMENTIER got off from Albury at 9.45 a.m., leaving his passengers, luggage and gear behind, and arrived at Flemington at 10.54 a.m. The Americans, who lost an hour and a half at Bourke, crossed the finishing line at 1.36 p.m.

A FEW minutes later Waller and Cathcart Jones, in their green Comet, reached Darwin after a swift passage from Singapore, and within an hour were off again for Charleville. They reached Mt. Isa at 7.15 p.m. and decided to stay there the night.

### OTHERS MAKING GOOD TIME

#### New Zealanders Next at Darwin

#### EXPECTED TODAY

THE unprecedented speeds at which the first four planes reached Australia have made the others appear stragglers. Actually the "also rans" are making excellent time, particularly the New Zealanders, MacGregor and Walker, who should be in Darwin today—less than six days out from England.

MacGregor and Walker, who are in the handicap only section, arrived at Singapore yesterday at 2.2 p.m. after an uneventful trip, from Calcutta via Rangoon, Victoria Point and Alor Star. They reached Batavia, and intend leaving for Rambang at 5 a.m.

#### In Sixth Place

HEWETT and Kay, countrymen of MacGregor and Walker, are in sixth place. They were delayed at Allahabad owing to a damaged machine, but left yesterday and reached Akyab, which they left immediately for Bangkok.

The Stodarts, in an Airspeed Courier, reached Karachi at 12.50 p.m. on Tuesday, and Allahabad at 9.59 yesterday. They hoped to reach Rangoon last night.

They were followed closely by the Dane, Hansen, who reached Allahabad at 9 a.m. yesterday and Calcutta at 6.6 p.m.

James Meirose, the young Australian, who is flying on the heels of the Stodarts and Hansen left Allahabad at 4.55 p.m.

Shaw, in eleventh place, in spite of his early misfortune, reached Bushire on the Persian Gulf on Tuesday night.

#### The Rearguard

WRIGHT and Polando, the Americans, brought their tiny machine into Bagdad on Tuesday.

Davies and Hill were not reported on Tuesday. On Monday they had reached Nicosia (Cyprus).

Brook is still bringing up the rear in fourteenth place. He was at Athens on Tuesday night.

### Second Comet in Fourth Place

#### Waller Complains Of Engine

FOURTH to land in Australia, Mr. Bernard Rubin's green Comet, piloted by Ken Waller and Cathcart Jones, reached Darwin at 1.11 p.m. yesterday.

Waller said the Comet's engine had given considerable trouble during the trip, robbing them of a chance of a place. Most of their trouble had been caused by overheating.

They landed at Mt. Isa at 7.55 p.m. by the aid of bonfires and car headlights.

After they had dined, they went down the Mt. Isa silver-lead mines with the mine manager, Mr. Kruttschnitt.

The Comet had sufficient petrol to continue to Charleville, and Waller and Jones appear to have landed at Mt. Isa because they were confident they could reach Melbourne well ahead of MacGregor and Walker, the New Zealanders. They said they would leave Mt. Isa for Charleville about 5 a.m. tomorrow.

(Other Air Race References on Pages 15, 16 and 35)

### FRESH SHAVES FOR FINISH

#### Parmentier and Moll Welcomed

LOST for nearly two hours between Beechworth and the Murray with the petrol supply dangerously low, the Dutchmen, who were expected in Melbourne shortly after midnight, provided the biggest thrill of the race, and their passengers the only anxiety since leaving Mildenhall.

Parmentier and Moll looked as though they had just left their hotel suite when they stepped from their air liner at Laverton. They were dressed in the smart blue uniforms of the Royal Dutch line and both were freshly shaven.

Only slight traces of mud on their shoes told of their encounter with Albury, where they struggled frantically for five hours to free the plane from a quagmire.

THERE were loud cheers when the Dutchmen were told that the Queen of the Netherlands had conferred the Order of Orange-Nassau on them. The Royal honor entitles them to use the title Chevalier.

From Mildenhall, Parmentier said, they maintained an average air speed of 190 miles an hour. For most of the race they had flown at 10,000 ft. at 200 miles an hour.



THREE AMERICANS WHO MADE A GOOD THIRD in the Centenary Air race.—Col. Roscoe Turner, Clyde Pangborn (second from right) and Reeder Nicholls, wireless operator (right). They arrived from England yesterday in Warner Bros.' Boeing transport plane, 2 hours 42 minutes after the flying Dutchmen.

## Roscoe Turner, a Man Among Men—and Lions— Comes To Melbourne

A MAN with a lion complex and a lion heart dropped in on Melbourne yesterday and was declared third place winner in the Centenary Air Race. He was Colonel Roscoe Turner, pilot of Warner Bros.' Boeing Transport, and the most picturesque figure among the Air Race contestants yet to reach Melbourne. Broad and massive about the shoulders, and wearing a moustache that would arouse envy in the heart of a Hohenzollern, Turner is purely and simply a he-man.

ON arrival at his hotel from Laverton, he whisked off a five-days' beard with cold water in the time it takes the average man to strop his razor; dashed off a dozen or so cables to America about his flight; received a congratulatory telephone call from New York as casually as though he were ordering a taxi, and then asked: "Whatta we do tonight, pal?"

SOMEONE reminded him that he had had nothing to eat since he landed. Almost impatiently he strode off to dinner—a striking personality in his trim blue uniform. On his breast he wears a pair of gold wings, studded with diamonds set in platinum and embossed with the initials R.T.

Turner is a lion man. Until he took up aviation he was a lion tamer; he has a pet lion at his home which accompanies him on most flights; he wears a lionskin flying coat, which belonged to his uncle; he brought with him a lion's tail walking stick and a toy lion cub, which was his only personal mascot.

#### Keeping in Training

SET in motion, the cub rears menacingly back on its haunches while its jaws gape and its tail flourishes. A fierce roar emanates from the mouth and then it leaps across the floor.

Turner has a dozen or more other mascots, but he doesn't know just what they are or where they came from except that well-wishers put them in his plane before he took off from Mildenhall.

There are medals and discs with Latin inscriptions, and a collection of other odds and ends that might mean anything.

Although he is a non-smoker, three curious little cigarette lighters fell out of his case when he unpacked. "That's just like the wife," he explains.

"She always does that in case I strike trouble and have to make a forced landing. They'd come in handy to light flares or a fire to keep me warm."

#### "Not a Bad Run"

TURNER has little to say about his flight, except that he took a day longer than he anticipated because the authorities at Mildenhall made him take three tanks off his plane. Bad night flying conditions were experienced the second night out when approaching Allahabad, and on Tuesday night, but otherwise, he says, "it wasn't a bad run."

Turner, with Clyde Pangborn, his co-pilot, and R. Nichols, the wireless operator, will probably return to America by steamer in about three weeks.

It is rumored that he is curtailing his stay in Australia as an improved model of his Boeing Transport with a speed of 250 miles an hour and a range of 8000 miles is nearing completion.

In this plane he will probably attempt a record round-the-world flight, following the Equator.

#### Turner Welcomed at Laverton

Proof that the intense interest in the Air Race had not flagged was revealed by the crowd that waited at Laverton aerodrome yesterday to welcome Roscoe Turner, Clyde Pangborn and R. Nichols, their wireless operator.

Like Turner, the plane is something unusual. It is a dark grey color and bears a host of names and inscriptions on the wings and fuselage.

#### Fitzmaurice May Leave

LONDON, Wednesday.—If tests for an airworthiness certificate prove satisfactory, Col. Fitzmaurice, who withdrew from the Air Race because of dissatisfaction with the rules, will leave for Australia probably on Friday in an attempt to break Scott's record of 2 days 23 hrs. 18 min.

#### Dutchmen's Handicap Chance Jeopardised

By putting off his passengers and luggage at Albury yesterday, Parmentier jeopardised his chances of winning the handicap and the additional £500. Officials of the race believe he had an excellent chance of winning.



LUGGAGE WAS UNLOADED to lighten the big Dutch air liner before she could be hauled from the boggy patch of Albury racecourse on which she landed. The three passengers and Parmentier and Moll's two relief pilots were left at Albury when the plane took off for Melbourne.



**Air Race Continued****Woman Passenger Chats About Trip****HOPED TO ENTER FOR RACE****Experienced Pilot Could Not Afford Cost**

WHEN the Centenary Air Race was announced, Fraulein Thea Rasche, of Berlin, hoped to be an entrant. But the cost proved too great, and she had to abandon the idea.

A request to be permitted to travel as a passenger in the Dutch plane was granted, however. And she handled the controls during the race, flying the giant Douglas part of the way from Darwin to Charleville.

Fraulein Rasche was the first German woman to get a flying ticket in her own country, and the only one to hold a licence for a flying boat. Under Hitler regime women are not permitted to hold commercial flying tickets. They may fly for sport, or do advertising flights, but those are infrequent now because of economic conditions.

**To Lecture In America**

DURING three years in America Fraulein Rasche did a lot of stunt flying, and handled many sorts of big and powerful machines. She is a vice-president of the Women's International Association of Aeronautics.

In a few weeks she will return to Europe by America, where she will lecture. Leaving ship in Los Angeles, she will probably fly east.

Tuesday night, when the Dutchmen's plane flew into a thunderstorm, and was tossed about by violent winds, was the most terrifying of her life.

**All Glad To Land**

"I HAVE done too much flying to be frightened easily," she said yesterday, "but I think all of us were worried and thankful to land at Albury. But during most of the flight we forgot we were in a race, slept comfortably, and enjoyed every bit of the journey."

Fraulein Rasche is a tall, strongly built, handsome young woman, with olive coloring and beautiful teeth. With other passengers from Parmentier's plane, she came to Melbourne by car yesterday.

When she arrived at her hotel she was wearing a perfectly cut grey flannel coat and skirt, and one of the popular pancake berets.

**WINNERS TALK TO LONDON****Speeches Recorded By Film Company**

IN a wireless talk, sponsored by British Gaumont Studios, of London, and recorded by that company on film for screening in Britain, Messrs. C. W. A. Scott and T. Campbell Black, the winning Air Race pilots, spoke from 3DB last night.

The brief speeches, which were prompted by the film commentator's questions in London, were relayed through National Studios Ltd., of Sydney, in collaboration with the Melbourne Herald and Sydney Sun.

Scott was introduced to the microphone by the Lord Mayor (Cr. Sir H. Gengoult Smith).

After recalling the talk and criticism which had taken place in England in the month preceding the race, and the realisation that it would be a hard task, Scott said: "Strangely enough, now that the race has been flown and won, it does not seem to be such a big proposition after all."

**Best Race For Years**

ALTHOUGH he was feeling "terribly well," he added that he was going home by ship... it was easier.

Concluding his talk with a general message of good will, he said: "I am not going to do all the talking. Campbell Black shared in the flight, and he has to share in the talking as well."

Black said he regarded the race as the best international contest held for some years. "It is not like any other contest we have had in the past. Everything has been done in such a marvellous spirit," he stated.

Next to speak was their backer, Mr. A. O. Edwards, who described the Melbourne reception to the flyers as magnificent.

Making the final talk, Wing Commander Cole, chairman of the Air Race Committee, said that the committee had been amply repaid for its efforts. It had been pleasing that the first three planes to finish were of different nationality, making the race truly international.

**Cable To Fitzmaurice**

The Victorian Irish Association has sent the following cable to Col. Fitzmaurice:

"The Irish people of Melbourne congratulate you on your determination to make an independent flight, and assure you of a cordial welcome on arrival here.—Patrick Ryan, president."



Fraulein Thea Rasche

**AIR CONTEST POPULAR****Scott's Registration Letters****SEND ENTRY NOW**

IN his dash across the world to win the Centenary air race, Mr. C. W. A. Scott blazoned across the skies of Europe and Asia the registration letters on the side of his De Havilland Comet. The letters are G-ACSS.

The Sun has decided to offer a prize of £10/10/ to the reader who submits the best slogan built up from these initial letters.

Many interesting slogans may be evolved. Examples are: Gallant Airman Called Swiftly Scott, or Great Achievement — Comet Shows Superiority.

**Rivalry Was Keen**

SIMILAR competitions were held by The Sun when Cobham and Hinkler completed their flights from England to Australia. In both instances rivalry between readers was very keen, and many interesting and excellent slogans were sent in.

There is no entry fee. The competition will close on Saturday, but entries by Monday's first post will be accepted.

The competition will be called Scott's Machine Registration, and all entries must be addressed to The Sun News-Pictorial, Box 1861Q, G.P.O., Melbourne, or delivered to the office, 62-74 Flinders Street, Melbourne, C.I., or Newspaper House, Collins Street, Melbourne, C.I.

**AERODROME LIT BY CARS****Dancers Ready To Help Lost Dutch Plane**

BENALLA, Wednesday. — During a storm soon after 1 a.m. today, on receipt of an S.O.S. message that the Dutch airmen were lost in North-Eastern Victoria, a party went to Benalla aerodrome with flares in case the airmen should try to make an emergency landing there.

In response to an appeal, car owners at a big dance in the Memorial Hall drove to the aerodrome and lined up with their headlights full-on.

After they had waited about 15 minutes, the Air Committee advised that the airmen had landed safely at Albury and the dancers returned to the hall.

**Result Might Have Been Different If Full Petrol Load Carried****From Our Special Representative**

DARWIN, Wednesday.—Col. Roscoe Turner, who with Clyde Pangborn, arrived at Darwin at 4.17 p.m. yesterday in the Boeing Transport all-metal plane, said that the result might have been different if they had been allowed to carry a full load of petrol, as that would have avoided the necessity of refuelling at intermediate points.

They did not make a more rapid trip because they "clean ran out of time," he added.

Pangborn still holds, with Carl Dickson, the open cockpit endurance record of eight days.

**Scott Invited to Adelaide**

ADELAIDE, Wednesday.—An invitation to fly to Adelaide, where he is well known, has been sent by the Lord Mayor (Mr. Cain) to Mr. Scott. Also he has sent congratulations to the winners on behalf of the council and citizens of Adelaide.

**Now & Then**

No. 3

**£5 FOR A LINE**

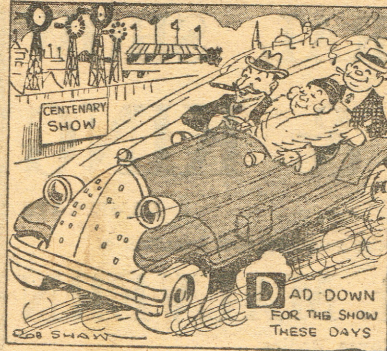
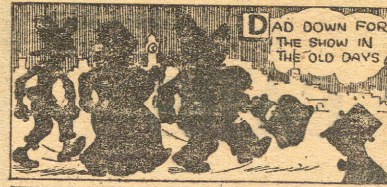
EVERYONE has a flair for rhyming. Here is an opportunity to fill in idle moments pleasantly, with a possibility of profit.

For the best rhyming second line that will complete the couplet accompanying this sketch, The Sun News-Pictorial will pay a prize of £5. There is no entry fee, and readers may send in as many entries as they like, provided each one is written on a separate coupon. The winning line will be published in The Sun News-Pictorial on Tuesday.

To guide competitors, the following completed couplet is given as a specimen of what is required:—

They brought their "roll" and walked upon their soles,

But now they save their boots and bring their Rolls.



They brought their "roll" and walked upon their soles

**NOW AND THEN COUPON No. 3**

They brought their "roll" and walked upon their soles

This is my line for the No. 3 Now and Then Competition:—

NAME .....

ADDRESS .....

(Fill in this coupon and post it in an envelope marked NOW AND THEN to The Sun Office, G.P.O., Box 775F, Melbourne, C.I. All entries must be received before midday on Saturday.)

**Race Winners Congratulated**

Messages of congratulation will be sent on behalf of the Municipal Conference to the successful Centenary Air Race competitors, Messrs. C. W. A. Scott and T. Campbell Black.

**Bendigo Strike May End Soon**

Following negotiations for a settlement of the Bendigo mines dispute, it was stated in Trades Hall circles yesterday that the strike would probably end during the week-end.

**WIFE'S DELIGHT AT HUSBAND'S LOSS****30lbs. of Fat!**

Here is something all wives of fat men will be glad to know. It is the experience of a woman whose husband recently weighed 16st. 6lbs. She writes:—

"I really feel I must write and tell you that, after taking Kruschen Salts for nearly 3 months, my husband has got his weight down from 16st. 6lbs. to 14st. 4lbs. This has been achieved by nothing else but Kruschen. I am too heavy also, and I started taking Kruschen only three weeks ago. Already I have got down from 10st. 13lbs. to 10st. 4lbs. We are delighted."

—(Mrs) C.

Kruschen combats the cause of fat by assisting the internal organs to perform their functions properly — to throw off each day those waste products and poisons which, if allowed to accumulate, will be converted by the body's chemistry into fatty tissue.

Try one half-teaspoonful of Kruschen Salts in a glass of hot water every morning—in 3 weeks get on the scales and note how many pounds of fat have vanished. Kruschen will give any fat person a joyous surprise.

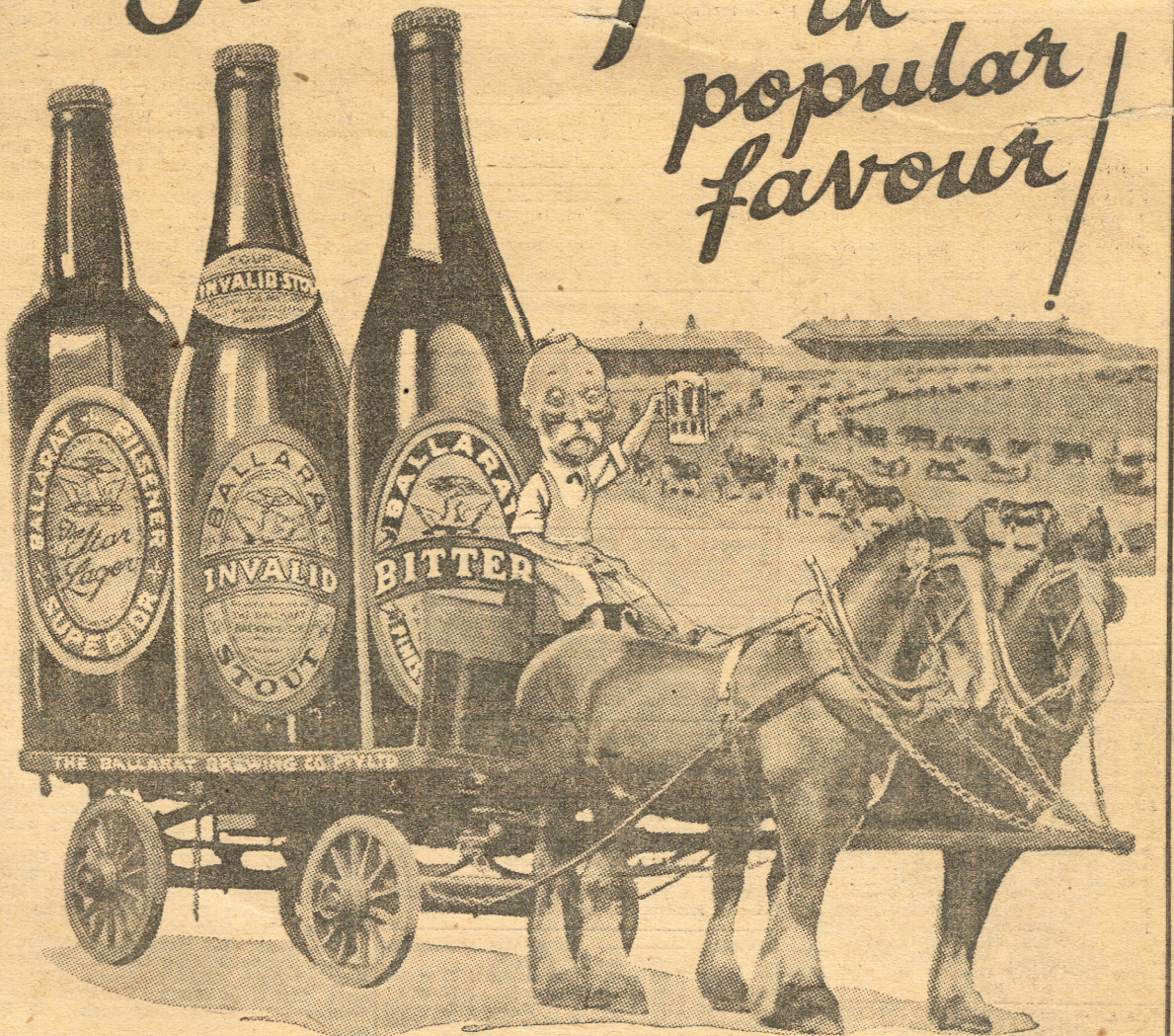
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