

Poor Boy Still Makes Good- CORRIGAN Proves It!

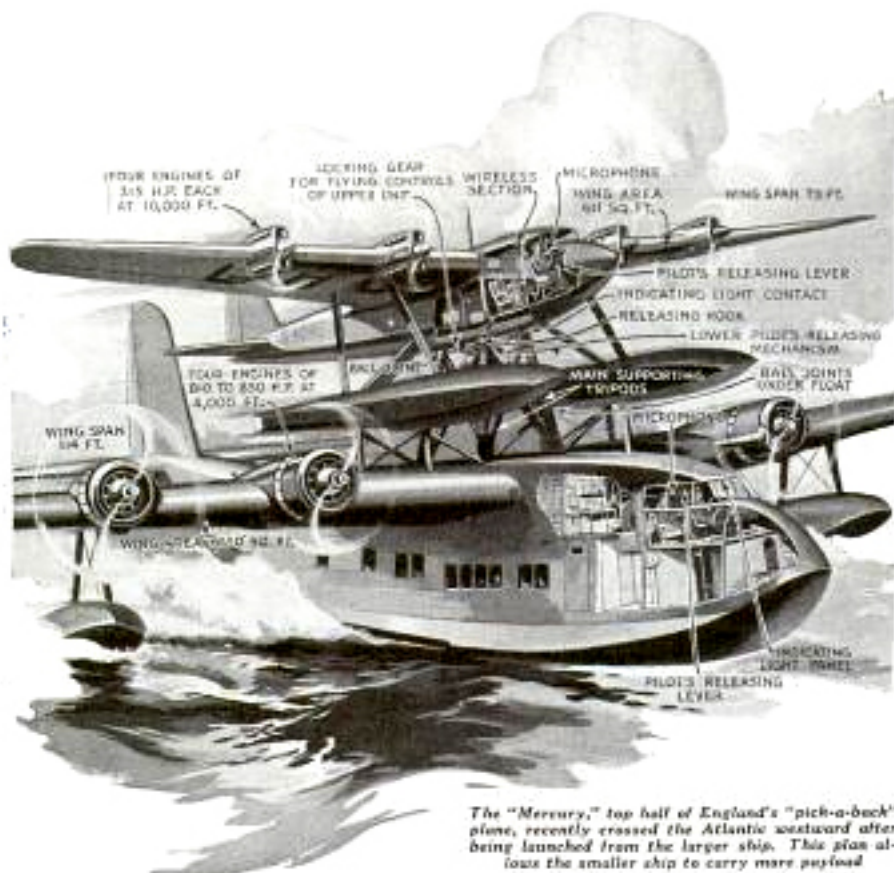
By Lowell Thomas

THERE are but few men on this earth—outside of those in high official rank—whose names require no added words of explanation. For example, if you mention Charles A. Lindbergh, everybody from Pt. Barrow, Alaska, to the "ham" radio operators at the Cape of Good Hope will know instantly what he stands for, what he has accomplished. You would hardly need all the fingers of one hand to count all the other living persons of whom this is true.

But there is one recent, overnight addition to the list. Two months ago we had never heard of him, did not know he existed. Today the name of



The \$900 plane in which Douglas Corrigan flew the Atlantic and, above, Corrigan working on his ship in New York before the take-off for California by way of Dublin



The "Mercury," top half of England's "pick-a-back" plane, recently crossed the Atlantic westward after being launched from the larger ship. This plan allows the smaller ship to carry more payload.

young Douglas Corrigan is on the lips of all, young and old. Physically he flew, completely without benefit of publicity, from New York unaided and alone to Dublin. Actually he flew in twenty-eight hours, swiftly and surely, into the hearts of everybody with eyes to read or ears to listen. And that is putting the case mildly.

Now the first, fine, careless rapture of excitement and amazement is over. So let's examine what lies behind the exploit that has made Corrigan famous.

One fact that captured the world's admiration was the Lindberghlike precision with which the flight was executed. Corrigan had none of the instruments with which Howard Hughes was equipped. An ordinary compass and an inclinometer, which he had installed himself at a cost of

\$60, represented virtually the whole of his scientific apparatus. Nevertheless he reached his goal easily and surely. Insofar he quite earned the admiration and respect that have been showered upon him.

But Corrigan achieved more than that. He illustrated with graphic and unmistakable clarity the capacity and resourcefulness of the mechanical mind. He became the latest personification of the type of mentality that has lifted mankind within three centuries from a race of crawlers to a generation of fliers, the kind of mind which has given us modern surgery, modern plumbing and the ability to talk to one another though separated by thousands of miles of space.

Since it first began to function, the mechanical mind has been up against a long,



unvarying, endless struggle, not merely the struggle to acquire knowledge, to overcome difficulties, to express its ideas in elaborate machines and instruments. Its toughest struggle has been the conflict with scepticism. Its worst enemy has been the Brahmin mind. The Brahmins say: "Thus and so is the world, thus and so it must remain." They have said: "It is impossible to travel faster than fifteen miles an hour. Nay more, it is wrong." The **mechanics** replied "Is that so? Then take a look at this." Whereupon they produced the steam locomotive. There is not a single modern appliance, whether telegraph instrument, motorcar or radio set that was not developed in the teeth of similar hostility.

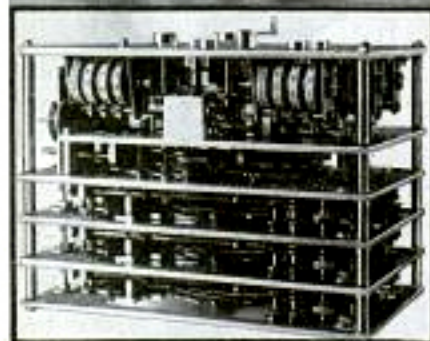
Probably it was experienced by the genius who invented the wheel and thus laid the foundation for all the swift means of locomotion on land. Every schoolboy knows it was the fate of Galileo Galilei who established that the planets move around the sun, then was tortured until he made his lip-service recantation. Didn't somebody nickname the first steamboat in America "Fulton's Folly?" And in the Smithsonian Institution is an antique flying machine known as "Langley's Folly."



Cockpit of Hughes' round-the-world ship and, above, the German seaplane, "Nordmeer," after her Atlantic crossing

What about the two bicycle **mechanics** at Dayton, O., who worked independently of Prof. Langley and who beat him to it by being the first to demonstrate concretely and beyond dispute that man can fly? The Wright brothers encountered even more scepticism and jeers than attended the experiments of Langley. For after they had flown, most of the editors of thirty years ago brushed aside those historic experiments at Kitty Hawk and asked: "So what? Of what importance is it?"

Douglas Corrigan, mechanic and airplane pilot par excellence, has not yet invented anything, so far as we know. Neither had Col. Lindbergh when he accomplished his epoch-making flight to Paris in 1927. But it is significant that since then he has applied his mechanical mind to the workings of the human body and has



Head-on view of one of German catapult planes and, bottom, front and back views of U. S. Army Air Corps robot computer carried by Howard Hughes for determining latitude and longitude of plane in flight. To operate the device, you take two sights on the sun or a star, note the time and then turn cranks. Out comes the plane's geographical position.

developed apparatus that is making a notable and valuable contribution to the advancement of surgical science, a contribution so important that Lindbergh has been adopted as a collaborator by the eminent

Dr. Alexis Carrel. So if, ten years hence, we hear of Corrigan's having achieved some addition to mechanical development, I, for one, will not be surprised.

However, that lies in the future. We are now concerned with what this modest young mechanic has done already. In the light of what he accomplished, his background is particularly interesting because there is so little of it. His history is that of thousands of young men who can be found any day in factories, machine shops and garages anywhere in America. Any one of those thousands have the same advantages, antecedents as good as Corrigan has. The difference lies in what Corrigan has made out of the assets with which he started.

Douglas Corrigan has no diploma from any famous technical school. He has in short, no academic background whatsoever. But he is a born mechanic. Working at it has been not merely his means of earning a livelihood. It has been his passion, the best fun he knows, his life. Not only his hours in the factory but his spare time—playtime to other men—has been given up to **mechanics**. The only pastime he has known, sailing, he made a means to the end he accomplished when he flew the Atlantic.

In this he had the help and encouragement of an uncle, the Rev. Frazer Langford, Los Angeles minister. He taught young Douglas the pleasures and science of sailing and the art of navigation. In the pleasant hours they passed handling a boat, the boy got from his preacher-sports-

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Douglas Corrigan had no press agent, no manager to relieve him of business details. As a matter of fact, he had no business details. He wasn't after any record, could see no reason to enlist a syndicate to finance him. I thoroughly believe he had no thought of publicity whatsoever. No man who wanted fame would have timed his flight to coincide with the record-breaking around-the-world hop of Howard Hughes, a \$350,000 enterprise under the combined spotlights of all the channels of publicity in the entire world.

The young Californian couldn't even obtain official permission for his journey. He knew it would be useless to apply. The Brahmins would have asked: "Have you a \$100,000 plane? Or even a \$25,000 one?" The answer would have been: "No, sir." "Have you an earth-inductor compass? An altimeter? A barograph? An engine thermostat? An oil temperature thermometer? A sextant? Retractable landing wheels? And, above all, a radio?" Answer: "No, no and again no." "Then what you propose cannot be done."

Said Douglas Corrigan, most respectfully: "Probably you are right, sir." But his tongue must have been in his Irish cheek. For he went ahead, gave the Brahmins the slip, and did it.

All honor to the officials of the Air Commerce Bureau. After Douglas had accomplished the impossible they acknowledged the fact and took it in good part. They realized that once again the mechanical mind had shown the stuff of which it is made.

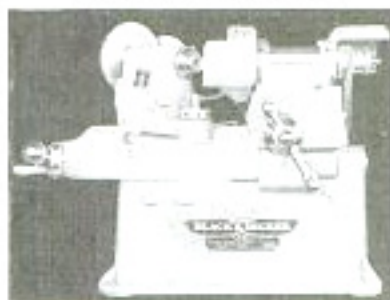
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Giant Flying Boats for Week-End Sky Cruises



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Artist's idea of dining saloon aboard giant flying boat of the future. The saloon might be used also for recreation. Accommodations for 100 passengers would be provided

Comfortable week-end cruises to the North Pole or one-week cruises around the world in 100-ton flying boats within a few years are predicted by Igor I. Sikorsky, aeronautical engineer and designer of two widely used types of clipper planes. These flying boats, which will bring Liverpool within twelve or fifteen hours of Quebec, or India and Australia within three days of America, will appear like zeppelins with a wing on the upper surface, he says. A 100-passenger flying boat, designed by the engineer in response to Pan American Airways' request for a ship having a payload of 25,000 pounds capable of flying 5,000 statute miles at speeds between 200 and 300 miles per hour, would have stateroom accommodations, dressing rooms, dining saloon, a galley and crew quarters for sixteen. The designer points out that it appears that above the sizes of fifty or 100 tons, the flying boat will become the most efficient and also the most practical type of heavier-than-air machine. The Sikorsky "S-42," the clipper used by Pan-American between New York and Bermuda and on other runs, is more efficient in many respects than its smaller and older sister ship, the "S-40."

Twin-Blade Truck Gives Test to Wind-Electric Units

In order to test wind-electric units and conduct experiments in their design, an engineer devised a special truck which carries two propellers on frames mounted over the engine. Between the blades there is a highly sensitive velometer to determine the exact wind velocity during the



Tests instrument boards inside the truck show wind velocity and current generated by propellers

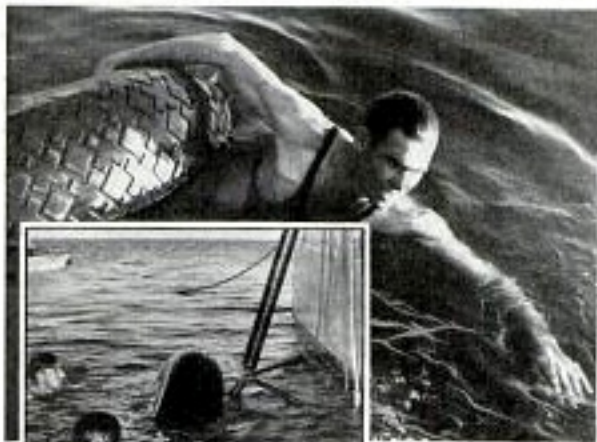
Berlin-New York Round Trip Takes Less Than Two Days



Twenty-four-passenger German liner which made first westward air trip from Berlin to New York, then turned back to make it first round trip

Forty-four hours and forty-six minutes from Berlin to New York and back again. Eight thousand miles over land and ocean in a four-motored land plane. That was the record written into the aviation books by the German air liner "Brandenburg" which, with its crew of four, made the first westward crossing of the Atlantic nonstop from the German capital to New York and then turned around to beat the previous record for the eastbound trip. Capt. Alfred Henke had figured on a twenty-hour eastward flight. He beat his schedule by five minutes, averaging 207 miles an hour. His westbound time had been twenty-four hours fifty-one minutes. The plane is a commercial type with a capacity for twenty-four passengers, and its quartet of 850-horsepower engines are of American type, built in Germany under license by an American firm. The plane weighs nineteen tons. Three hours' fuel supply remained when the ship landed on this side, and of 2,580 gallons of gasoline taken on at New York there remained ninety-two gallons when the return trip ended.

Expert Divers Put Big Wheels on Flying Boats



Before Pan-American Airways flying boats can be rolled out of the water at Miami, Fla., expert swimmers and divers must attach big wheels and tires. Top, a flying boat lands. Left, swimmer towing huge tire to the plane.



Above, it takes two divers about five minutes to get the big wheel on its axle securely enough to support the weight of the flying boat.



Towing landing gear to flying boat where "water crew" attaches it while passengers are discharged. Planes are taken from the water for overhauling.