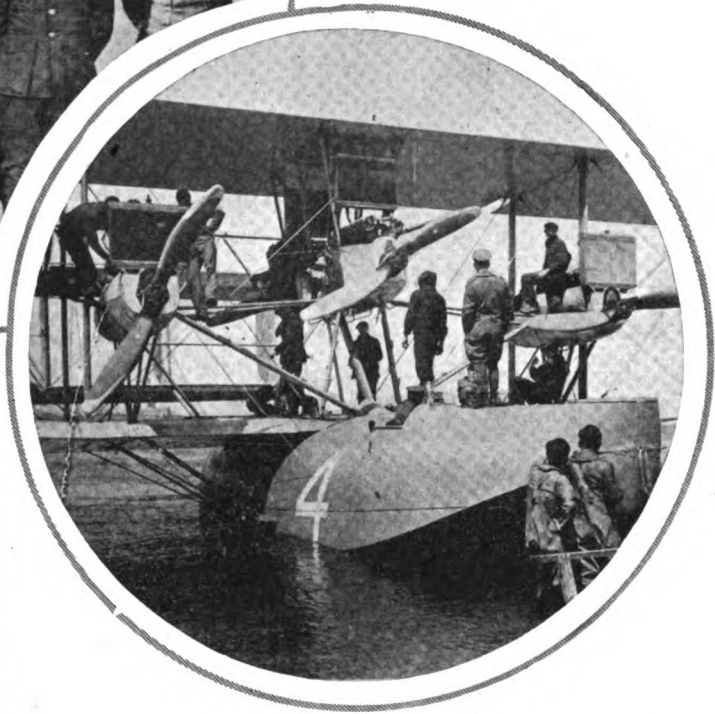
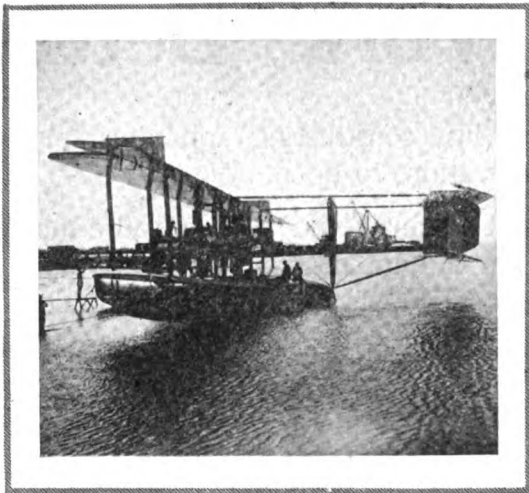


THE FLIGHT OF THE NC-4

Members of the pioneer cross-ocean air crew as they appeared when they landed at the Azores

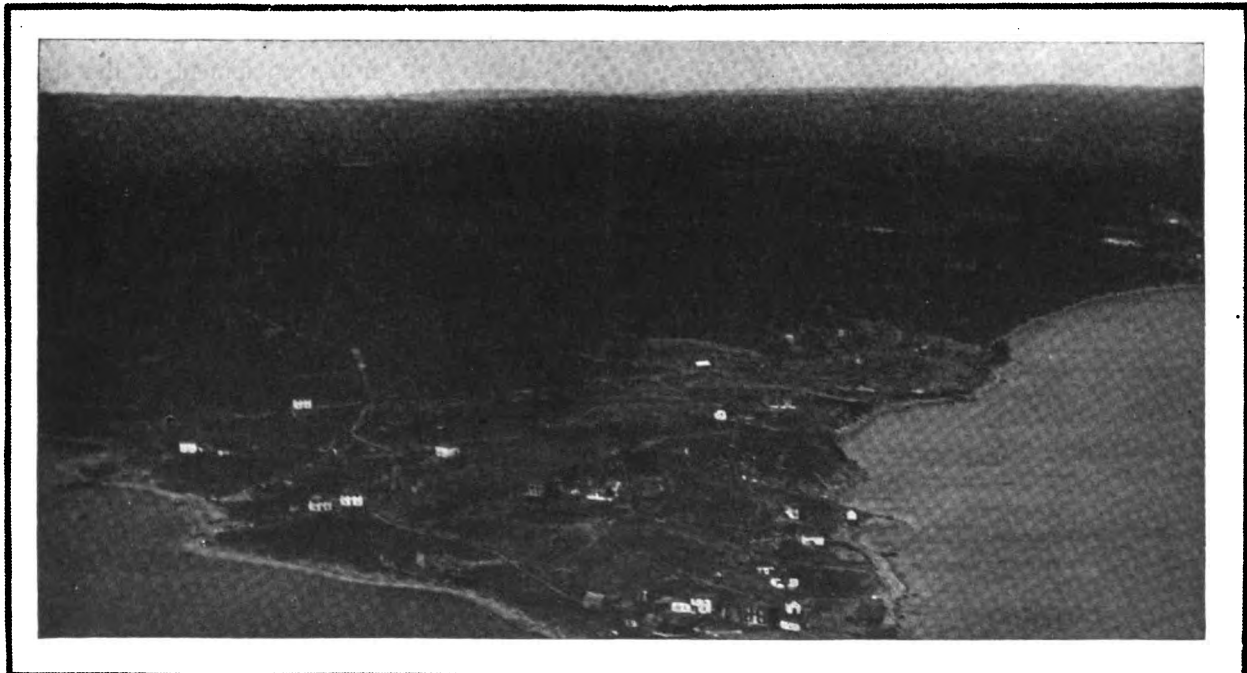


Above, in the circle, a view of the final preparations and inspection prior to making the first overseas flight in history



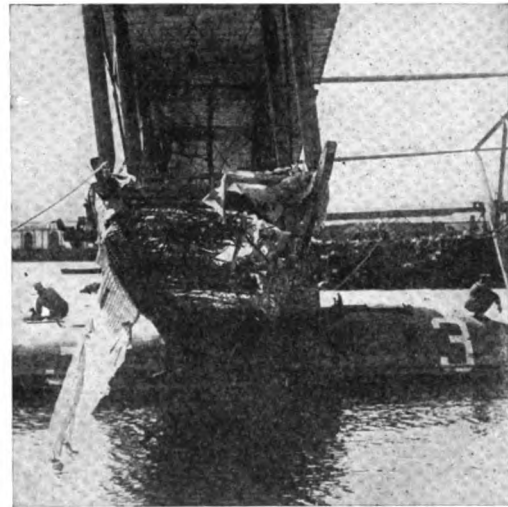
On the left, the NC-4 just before leaving Rockaway Beach for the trans-Atlantic "hop"

Press Ill. Svce.



As Trepassy Bay looked as the three naval flying boats headed off across the ocean

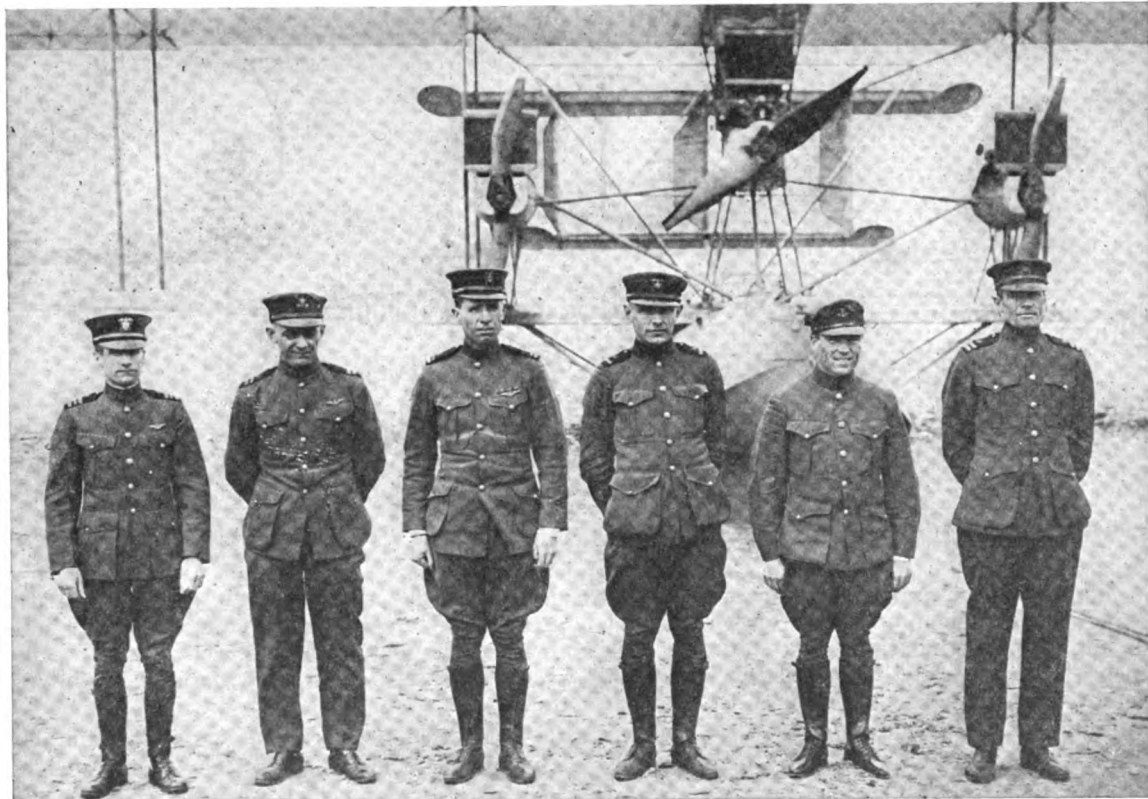
AIR MEN



Above: The NC-3 arriving at Ponta Delgada with lower wing damaged by the waves

To the left: Harry Hawker, the English aviator, who contested with American naval men the first honors of trans-Atlantic flight, but who was forced down in mid-ocean by engine failure

Press Ill. Svce.



The victorious crew of the NC-4, the first airplane to fly across the Atlantic; Ensign H. C. Rodd, wireless operator is fourth from the left. The others are, left to right, Lieut. Commander A. C. Read, commander; Lieut. E. F. Stone, pilot; Lieut. (j g) Walter Hinton, pilot; (Ensign Rodd) Chief Special Mechanic E. H. Howard, engineer (injured by propeller blade at last moment and could not go), Lieut. J. L. Breese, reserve pilot engineer



Ensign Rodd

He Got Across

Something About Ensign Rodd, First Wireless Operator to Fly Across the Atlantic

TO Ensign Herbert C. Rodd, a former amateur of Cleveland, Ohio, and an ex-Marconi operator who enlisted in the Naval Reserve shortly after the United States entered the war, fell the unique distinction of manipulating the wireless apparatus on America's flying boat NC-4, the first craft to span the Atlantic by the air route. As the nation rejoiced on May 27th that the realization of a dream centuries old had a material basis in fact, universal congratulation was extended by wireless workers to the young man who had successfully maintained communication on the aircraft during its flight across the wide ocean.

That a former amateur should have been selected for this position of great responsibility is an additional fact to establish the importance of extensive development of the experimental field in wireless. Once again it is emphasized how much was contributed to the Navy's success by the civilians called to its ranks in the emergency, and this incident should be viewed as a climax to achievement, setting at rest for all time proposals looking for government ownership sponsored by Naval officials.

General public recognition has been given to the aerodynamic aspects of the great flight and it is looked upon as a gloriously fitting triumph for the United States, a country which produced the Wright brothers, the first to achieve mechanical flight in a heavier-than-air machine; also another American, Glenn Curtiss, first to make the airplane a water as well as an air machine. Little attention has been given, however, to the equally significant fact that the country of Ensign Rodd was the first to develop and encourage amateur wireless in a broad way and place it on a scientific basis. Now that it is generally recognized that the success of the flight was in a large measure due to the perfection

of communication arrangements, it is equally fitting that the event be celebrated as a triumph for American wireless men.

As to the particular individual who handled the key: he is a typical American amateur in every respect. His mother, in commenting on his achievement, voiced in a sentence a biography which might be applied to the many thousands who are daily engaged in wireless experimentation. Mrs. Rodd said, "Ever since he was a boy, my son has been experimenting with electrical devices, endeavoring to improve them."

He joined the Marconi service at the opening of the Great Lakes navigation season, seven years ago. His first assignment was on the steamer Eastland, and during 1913 and 1914 he served as senior operator on the Octorara. He was then transferred to the Lakeland, on which vessel he won recognition as an S. O. S. celebrity. His vessel ran on the rocks off the port of Alpena, November 10th, 1914, during a gale and heavy snow storm. Rodd sent out the distress signals and established communication with the Marconi station at Cleveland, from which the wrecking tug Favorite was dispatched to the Lakeland's assistance. The young operator maintained constant communication with the wrecking tug until she arrived, and then joined the crew in lightening her cargo to the end that, with the assistance of the tug and life saving crew, the vessel was safely towed to Port Huron, Ohio.

The following season Rodd became operator at the Marconi station in Detroit, Michigan, remaining there for several months and then accepting a transfer to the yacht Nakomis. He remained on this vessel until the close of navigation in 1916.

In the Spring of 1917 he heeded the call to arms and entered the Naval Reserve as Electrician, First-Class. His first assignment detailed him back to the station at Detroit, and a later transfer brought him to the Marconi station in Cleveland. When a few months had elapsed, he moved on to the Marconi station at Calumet, Michigan, where he took charge of the equipment and received a rating as Chief Petty Officer. His ability had then attracted attention, and he was called to a naval station at Great Lakes, Illinois, where he was placed in the laboratory and assisted in the construction of the ground station and distant control station at this point. He was commissioned an Ensign in the Fall of 1918 and was transferred to Norfolk, Virginia, where he displayed such unusual radio ability that selection fell upon him as radio officer of the NC-4.