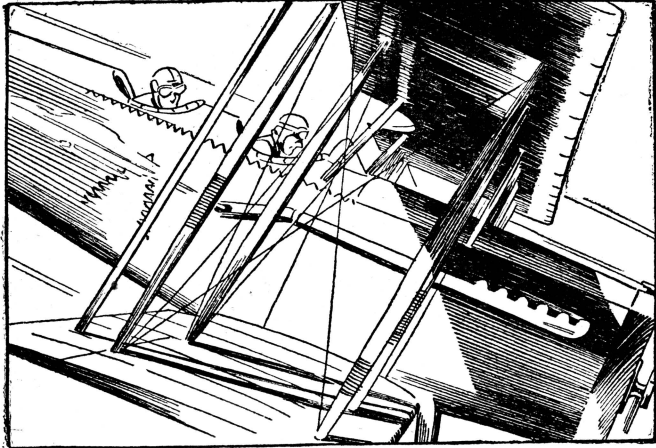


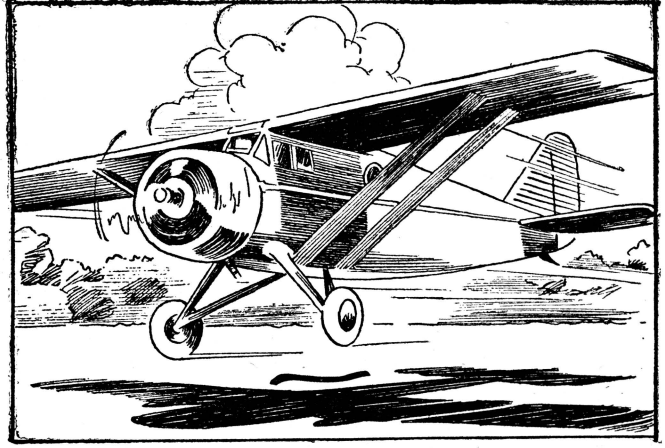
They Had What It Takes

XXXIV—CLARENCE CHAMBERLIN—TRANS-ATLANTIC VET

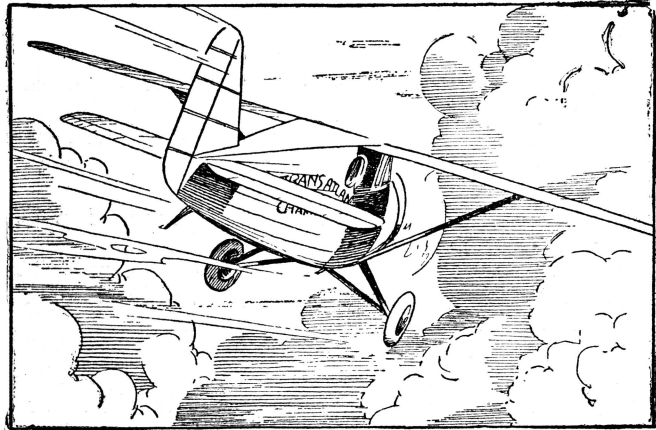
By ALDEN McWILLIAMS



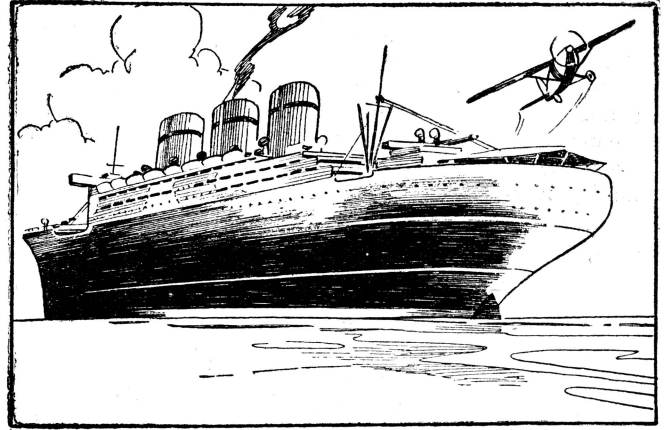
1—Clarence D. Chamberlin was born in Dennison, Ohio, on Nov. 11, 1893. He went to normal school and then through Iowa State College. When war came, he enlisted in the Aviation Section, Signal Corps Reserve, of the Army and received training in 1918 at the University of Illinois. Later, Chamberlin was made flying instructor at Chanute Field.



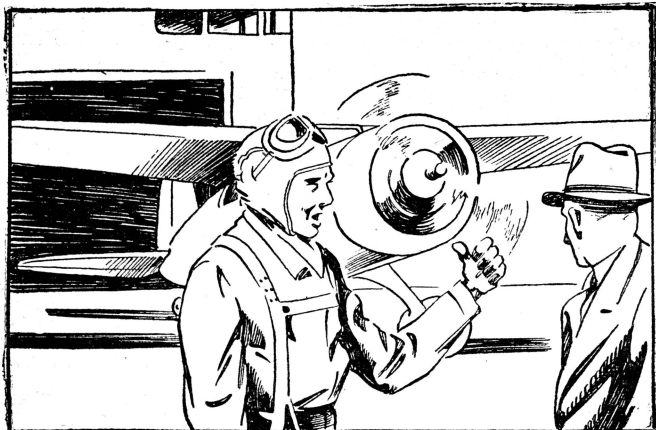
2—He was commissioned a 2nd Lieutenant and served at various Army airfields until his discharge after the War. Chamberlin then entered commercial aviation and also served as a chairman on the aviation committee of the N. Y. Police Department. And in April, 1927, he established an endurance record of 51 hours, 11 minutes, flying a Bellanca monoplane.



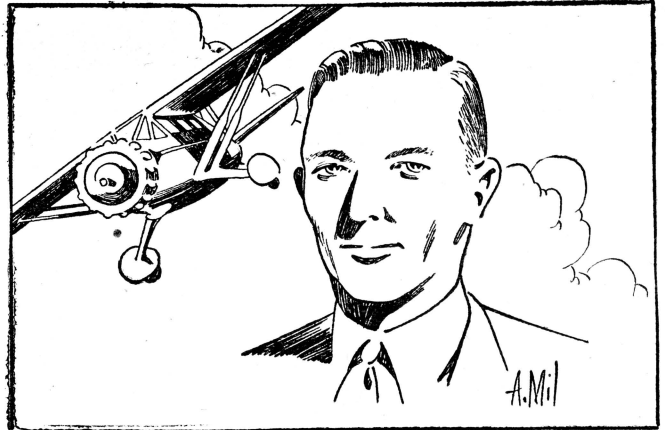
3—Then flyers poised at Roosevelt Field, L. I., to attempt to cross the broad Atlantic. Lindbergh flew. And on his heels (June 4th) Chamberlin took off in the Bellanca "Columbia," with Charles Levine as passenger, and flew non-stop to Eisleben, Germany. Berlin had been the goal. But this flight of 3,905 miles established a new distance record.



4—In August, 1927, he made the first flight from the Steamer *Leviathan* to shore with mail. Next he became consulting engineer on the staff of General Aero Corp., then owner and director of the Chamberlin Aircraft Corp., as well as director of Floyd Bennett Field. And while he was holding these offices, he became interested in Diesel engines for use in airplanes.



5—Chamberlin test-hopped a Lockheed ship, which was powered with a Diesel, and set an altitude record for that type of plane—19,363 feet. He called the craft the "Flying Furnace." In '37 he had a Curtiss-powered plane with which he intended to make a stratosphere hop to Europe, but fear that secrets of the job would be lost brought cancellation of the trip.



6—Chamberlin today owns six planes—a Chamberlin Trainer, a Diesel Lockheed, a "Crescent," a Sperry "Messenger," and two Chamberlin 8-seaters. In addition, he's now planning to build a low-wing cantilever monoplane as a fool-proof training job. And wishing this great American flyer success in this important venture, we say: All hail Clarence Chamberlin!