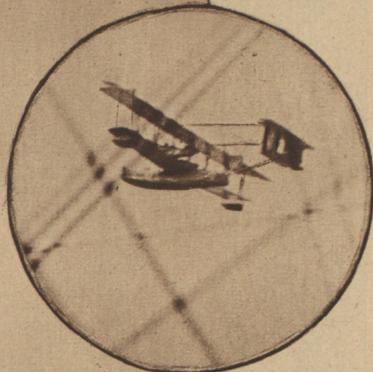


The navy seaplane F-5 accompanies the NCs to Fire Island and photographs the NC-4 at sea on her way to Nova Scotia.
Underwood & Underwood



The NC-4 photographed from the seaplane F-5. Engine trouble forced her to put in at Chatham, Mass., for repairs.
Underwood & Underwood

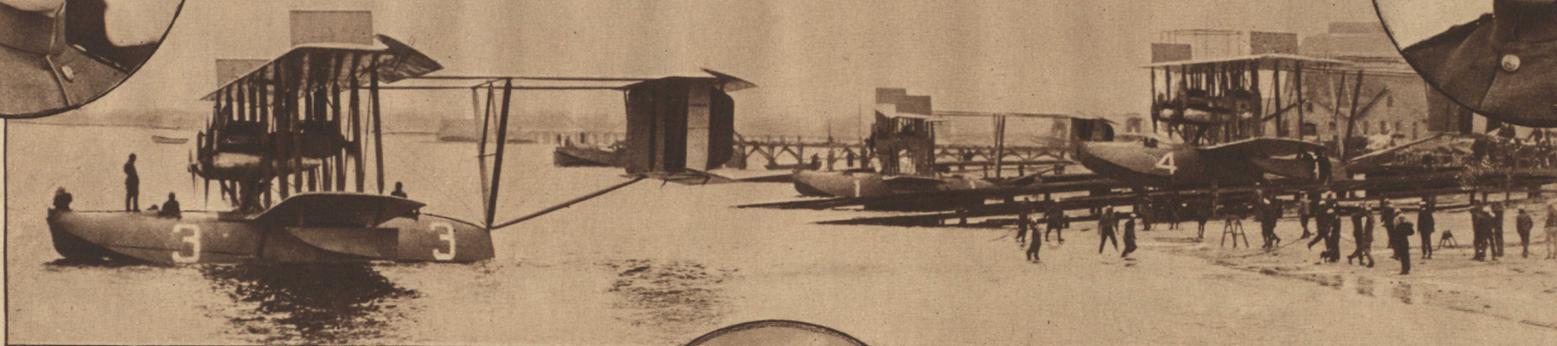


Lieut. Com. Read, commanding the NC-4, which was temporarily forced out of the flight by engine trouble off Cape Cod.

Below — "Eats" to sustain the crew of the NC-4 are handed up to "Chief" Rhodes—coffee and sandwiches.
Paul Thompson

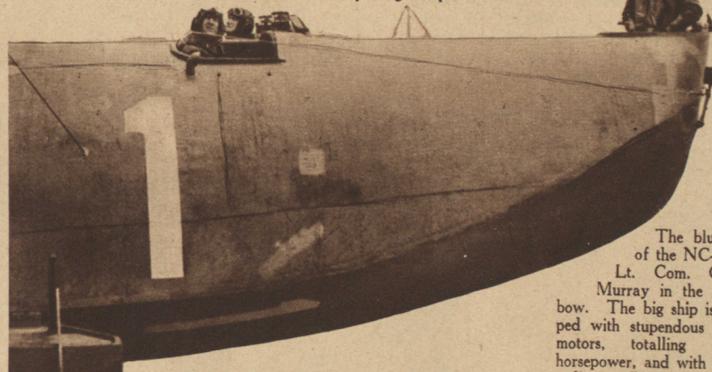


Lieut. Com. P. N. S. Bellinger, one of the navy's best aviators, commander of the NC-1, first of its type, which reached Halifax just ten minutes after its sister ship, the NC-3, in the first of the series of "hops."
Paul Thompson



Commander J. H. Towers, of the flagship NC-3, "admiral" of the fleet, anxiously considers the weather before ordering his ships into the air on the first "hop" to Nova Scotia. Commander Towers is confident that United States navy planes will be the first to accomplish the transatlantic flight.
Paul Thompson

The three NC seaplanes leaving their runways at the Rockaway Naval Station on the first "hop" of their transatlantic flight. The NC-1 and NC-3 made the 540-mile Halifax flight in just nine hours, but the NC-4 was forced to put in at Chatham, Mass., for repairs. Overhead hovers one of the navy's big blimps.
Keystone View



The blunt nose of the NC-1, with Lt. Com. G. H. Murray in the extreme bow. The big ship is equipped with stupendous Liberty motors, totalling 1,600 horsepower, and with a triple radio installation.
Underwood



The hundreds of mechanics of the Rockaway Naval Station, after weeks of strenuous and untiring day and night labor to get the NCs in shape for their great flight, cheer the big planes out of sight up the coast.