

Noted Aviator

Lost Between Vegas And Salt Lake City

Left Nevada Town Friday Night at 10:00 O'clock.
No Word of His Whereabouts Yet Received.
Known to Have Battled Terrific Wind and
Snow Storm. Believed to Have Crashed in Pine
Valley Mountains.

Extensive Search In Progress Since Saturday Morning. Several
Planes and Scores of Men on Horseback Scour Every Corner
of Southern Utah.

His Morning Rufers Flew Thick and Fast in Cedar That Missing Man Had
Been Found at Little Meadows, Washington County, Uninjured and Well.
Telegram From Salt Lake City Western Air Express Co. to the Record, Says:
Report Absolutely False. Search for Missing Man Still in Progress.

Maurice (Maury) Graham, 34, veteran air mail pilot of the Western Air Express has been lost somewhere in southern Utah or Eastern Nevada since midnight Friday and efforts of several planes flying over the territory and nearly a hundred searchers on horse back and on foot have revealed no clue as to his whereabouts.

Graham, flying an open model plane and carrying 540 pounds of mail and 100 pounds of express left the Las Vegas field in a heavy snow storm shortly after 10 P. M. Friday and was expected in Salt Lake City early Saturday morning, but failed to arrive. As a fierce snow storm was raging over the entire route from Las Vegas to Salt Lake City, officials of the Western Air Express felt that he had made a landing to wait out the storm and then take off again or wait for a relief plane to pick him up.

No word was heard from the pilot and efforts to locate him failed, when searchers readily tracing his plane as far north as Anderson's ranch no further signs of him could be found. Reports from Leeds and Anderson's ranch revealed that he was flying low and apparently having difficulty fighting the storm. He was reported to have circled the Anderson's ranch about 1 A. M. Saturday and then strike out in the direction of Pine Valley Mountains.

The bad weather Saturday prohibited flyers starting on the search then, but early Sunday two planes piloted by Fred W. Kelly and Jimmy James, arrived at the Cedar airport and commenced a thorough search of the surrounding country. The bad weather conditions made searching very difficult, the wind making the flying hazardous and the snow obstructing

the view of the fliers immensely, but they flew nearly all day covering the mountain side, the valley from the Iron Springs gap south toward the Pine Valley range, but all their efforts revealed not one clue. Late in the afternoon they went south and searched in the neighborhood from Leeds to Pintura.

A report came from W. H. Snyder, superintendent of the Bristol Silver Mines 18 miles north of Pioche that a plane was seen circling the camp at about 8 A. M. Saturday, and then starting back toward the desert. As the plane had not been reported farther north than Anderson's it was thought that it would have been impossible for him to climb above the Pine Valley mountains and get into the desert valley region, and efforts were centered on Southern Utah. Planes from Las Vegas, Salt Lake and Milford coming to search from the air and about fifty people on horse back and on foot searching the rough country under the direction of Sheriff Will Brooks of Washington county.

With no trace of the flier being found in this search, new hope was aroused when Dan and Bill Whitney reported that a plane had been heard in the neighborhood of their ranch on the Lund highway about 4 o'clock Saturday morning and that it had circled about for 20 minutes apparently in search of the Cedar airport. Snow was falling at that time and the pilot could not locate the field.

In as much as it would be easy to reach Pioche from here, and that the plane could reach there in about one hour's time it was thought that probably the plane cited over the Bristol

(Continued on Page Eight)

NOTED AVIATOR

LOST BETWEEN

VEGAS AND S. L. C.

(Continued From Page One)

mine could have been Graham's. With the search south of Cedar apparently being hopeless and with the new information on hand the search was centered on the desert valley near Pioche, where it is thought that Graham might have made a forced landing on the flat desert lands. Continuation of the severe snow and wind storm that has raged since Friday over the entire locality, searching has been extremely difficult and the hopes of all searchers has laid in a promised break in the weather.

When Graham left Las Vegas he carried 130 gallons of gasoline and as it takes about 22 or 23 gallons per hour to fly the plane it is thought that if he was still in the air at 6 o'clock as reported from Pioche, his supply would be almost exhausted and he would be forced to land very shortly after leaving the mine.

As he carried emergency food supplies, blankets and a small stove, it is hoped that he has made a landing somewhere and is safely waiting for the searchers to locate him, but as time passes it is beginning to look doubtful that he has made a safe landing.

Fear is held that he may have lost his way in southern Utah, and having been forced by the storm to fly low, crashed into the rough Pine Valley mountains west of Leeds or somewhere on the Hurricane Fault east of there.

The brightest hope of Graham's safety is in that the plane sighted in Nevada was the lost flier and that he has been able to make a landing somewhere in the desert. If he is still in the region south of Cedar, he is undoubtedly the victim of a crash.

Graham is a skilled flier, one of the best employed by the Western Air express, and his ability to ride out storms has given officials reason for believing that he is safe somewhere. He has been with the company continuously since the route was started in 1926 and knows the route perfectly.

Before joining the air mail service he held a brilliant record for war time flying, and is credited with being the first man to sight the famous Lost Battalion, and also receiving a medal for destroying an enemy balloon.

A great deal of credit is due Jimmy James and Fred W. Kelly, fellow mail pilots of Graham's who have stayed on the search flying in all kinds of weather in an effort to locate their lost comrade.

Rumors were afloat in Cedar this morning that Graham had been found at the Meadows south west of Cedar Tuesday afternoon and that he was safe, but direct telegraphic information to the Iron County Record from the Western Air Express at Salt Lake City this morning at 11 o'clock, proved that this rumor was entirely false. Although an elaborate air search was being made he had not been found.