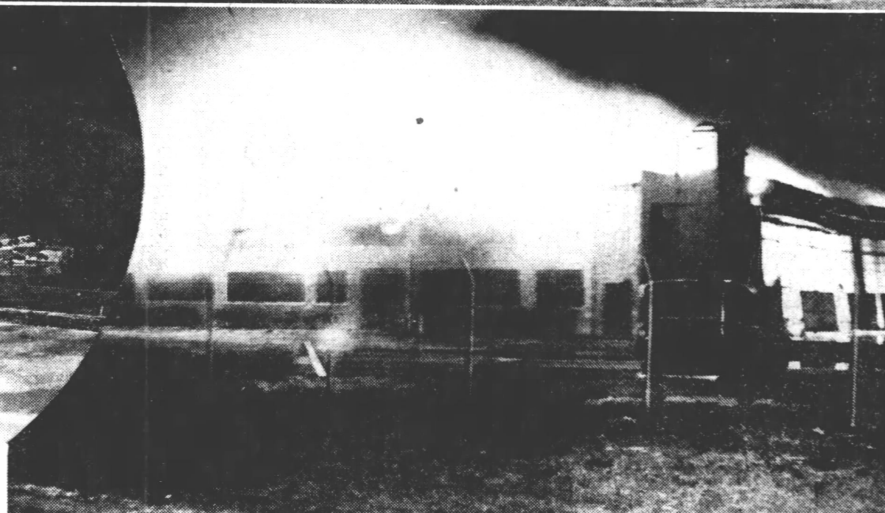
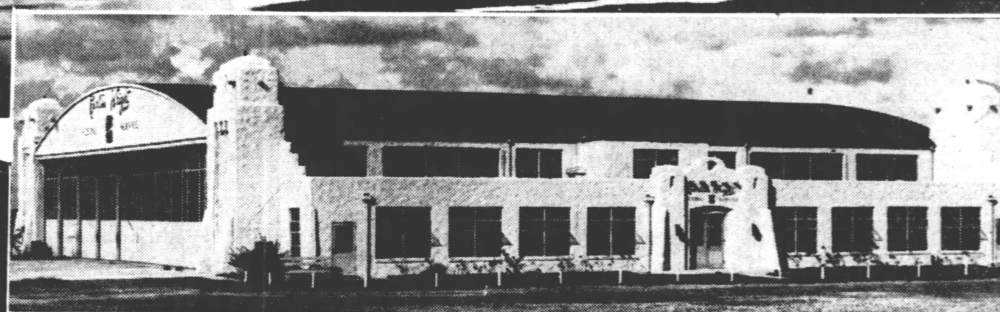




AS FLAMES SWEEP MAIN HANGAR AT MIAMI MUNICIPAL AIRPORT

Here are views of the spectacular fire which destroyed the south hangar at Miami's municipal airport at midnight last night. Upper picture shows the entire building in ruins as the flames gradually died. Center is the building before the fire. Lower

left: a fireman gazes into the ruins. Lower right: a wall starting to collapse while the flames mount higher.

—Photos by Earl Shugars, Associated Press.

AIRPORT BLAZE LOSS IS PLACED NEAR \$700,000

**Fast Seversky Experimental Ship Among
Planes Destroyed**

CITY LOSS INSURED

**Three Injured During
Fire, Hangar Will Be
Rebuilt Soon**

Fire, believed to have originated from a leaking gasoline tank or a short circuit in the wiring of a plane, early today destroyed the south hangar at Miami municipal airport and 14 airplanes stored there, at an estimated loss of \$700,000.

The conflagration was accompanied by a series of explosions and firemen were hampered by accumulation of nitrate gas, formed by burning "dope" on the wings of the ships. Dense smoke and intense heat from the rapidly-spreading flames also minimized efforts of the Miami and Hialeah fire departments.

Seldom has there been such an expensive array of airplanes berthed in the hangar as were destroyed in the fire.

Most of the loss to both planes and hangar reportedly was covered by insurance and the city will move immediately to rebuild the hangar, it was announced by Com-

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FIRE

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missioner John W. DuBose, who said, if necessary, funds from the warehouse bond account could be diverted for this purpose to "build the structure bigger and better to meet increasing needs."

Harry Andrews, 54, of 341 E. 40th st., Hialeah, night watchman at the airport for nine years, told a detailed story of the discovery and progress of the fire. He received an ankle injury and minor burns attempting to put out the fire before help arrived. Several others received minor injuries, including Walker Davis, attache of the airport weather bureau, and several firemen. Only one fireman was treated at a hospital, Chester Doll, 34, of 2735 N. W. 22nd court, who hurt his hand holding a hose nozzle.

Andrews said he was in the watchman's shanty near the main gate about 11:30 p. m. when he glanced out the window and saw a glare. He immediately unlocked the fire door of the hangar and, with Davis, started pumping fire extinguishers over a flaming Howard plane belonging to Lee Edwards, Detroit.

It apparently was in this ship the fire began, Andrews declared, which had come in "quite late" and the watchman said he had noticed stains on the wings as though the gas tank had been leaking. He expressed the opinion leaking gasoline, which could have caused spontaneous combustion, or faulty ignition, started the blaze.

When it became evident the fire was spreading out of control, despite their efforts, Andrews called the Miami and Hialeah fire departments and Aviation Director C. T. "Al" Hansen. An hour after the fire was discovered it appeared the firemen were about to get it under control.

Then a gasoline tank exploded. "We could see the flames spreading rapidly from wing to wing of the closely-parked planes. Soon it was a seething inferno."

The gas masks the firemen used, Andrew said, apparently were inadequate to cope with the poisonous and highly-inflammable gasses formed by the burning "dope." He and Davis rushed to the weather bureau's observation tower and Davis cut his hand breaking a window to get out 10 oxygen air bottles. "If they had become overheated," the watchman said, "it would have been like so much shrapnel."

The watchman and weather bureau employes were able to save all the department of commerce records, files of the airport office, and Hansen salvaged between \$1,500 and \$2,000 in cash. Most of the office equipment, including an expensive radio apparatus, was saved, but it was impossible to remove any of the planes.

Official investigations were launched today by City Manager A. E. Fuller and Hansen and by department of commerce inspectors.

The big hangar, built at a cost of \$20,000, which was fully covered by insurance, lay in a twisted mass of steel girders and concrete this morning and the smoldering planes inside were beyond any chance of salvage.

Some 18 planes were saved because of lack of hangar space, they having been kept on a runway south of the building, their motors and cockpits covered only by tarpaulins, but they were undamaged.

The hangar occupied by the Carl Voelter flying service escaped damage and planes there also were saved.

Some of the finest private airplanes in the country were destroyed, including:

A Lockheed Electra, owned by M. L. Benedum, Pittsburgh oil magnate, valued at \$120,000, in which Jimmy Mattern conducted his famous search for the lost Russian fliers in the arctic zone several months ago.

A special experimental Seversky, owned by Maj. Alexander P. de Seversky, in which he has set numerous speed records, valued at about \$250,000.

A Grauman amphibian, owned by Gar Wood, motorboating enthusiast, valued at about \$65,000. Edwards' Howard, valued at \$15,000.

Others of lesser value: Stinson, owned by John C. Harning; Kittyhawk, owned by Byron C. Miller; Stinson, owned by Marcus Gelabert, in which he arrived only yesterday for a flight to South America; Langdon Laws' Waco; another Waco, owned by Simms Luziers; a Northrup, owned by Frank Crowley; a Curtiss-Wright owned by Oasey Lambert;

a Stinson, owned by Pierre Bailey; an autogiro, owned by Col. H. L. Doherty, which flew regular schedules between the Miami Biltmore hotel and the Roney Plaza; and an American Eagle, owned by C. A. Hiers.

The fire will not interrupt regular service of the National Air Lines between here and Tampa, officials of the company announced.

Owners of planes surveyed the wreckage this morning and all expressed the belief nothing of value could be saved. The entire airport was in turmoil as officials and owners counted their losses.

MEXICO

(CONTINUED FROM PAGE ONE)

dition of Mexico's right to expropriate foreign-owned property and willingness to see the companies' claims scaled down.

With national pride salved and incipient hostility toward the United States checked, there arose new speculation over how Mexico can solve her problem of paying for the oil properties.

One suggestion heard was that the government, having established title to the properties, "rent" them back to the 17 companies—13 of which were American-owned—the companies taking a percentage of crude oil produced for amortization of the debt.

President Cardenas, in a note last night to the United States, reiterated his country's intention to compensate the companies, but he gave no indication as to how it would be done.

The note was in reply to Ambassador Josephus Daniels' representations to the effect that the United States, as a good neighbor of the southern republic, expected the companies to be paid for their holdings.

Officials of the expropriated companies valued American properties at \$150,000,000. Other foreign interests in Mexico's oil industry, mostly British, were estimated at about \$250,000,000.

Washington advisers said the United States government was inclined to scale down the companies' valuation of their properties.

The companies, feeling they were "on their own," laid plans for a double-barreled legal attack on President Cardenas' expropriation decree of March 19.

They planned to appeal immediately for "administrative revocation," while going into court before the deadline April 5 with a challenge to constitutionality of the expropriation act.

The Aquila Co. (Royal Dutch Shell), one of the big concerns affected, waited for Judge Manuel Bartlett of first district court to decide on its petition for an injunction against the act of the finance ministry in embargoing its safe and accounts for 5,116,311 pesos (currently about \$1,051,650) for back taxes assertedly owed the government.

Labor troubles, similar to those which have kept the Mexican oil industry in turmoil for years, reared up again. Despite President Cardenas' appeal that workers refrain from strikes during the period of economic stress brought on by the expropriation act, electrical workers called for a walkout.

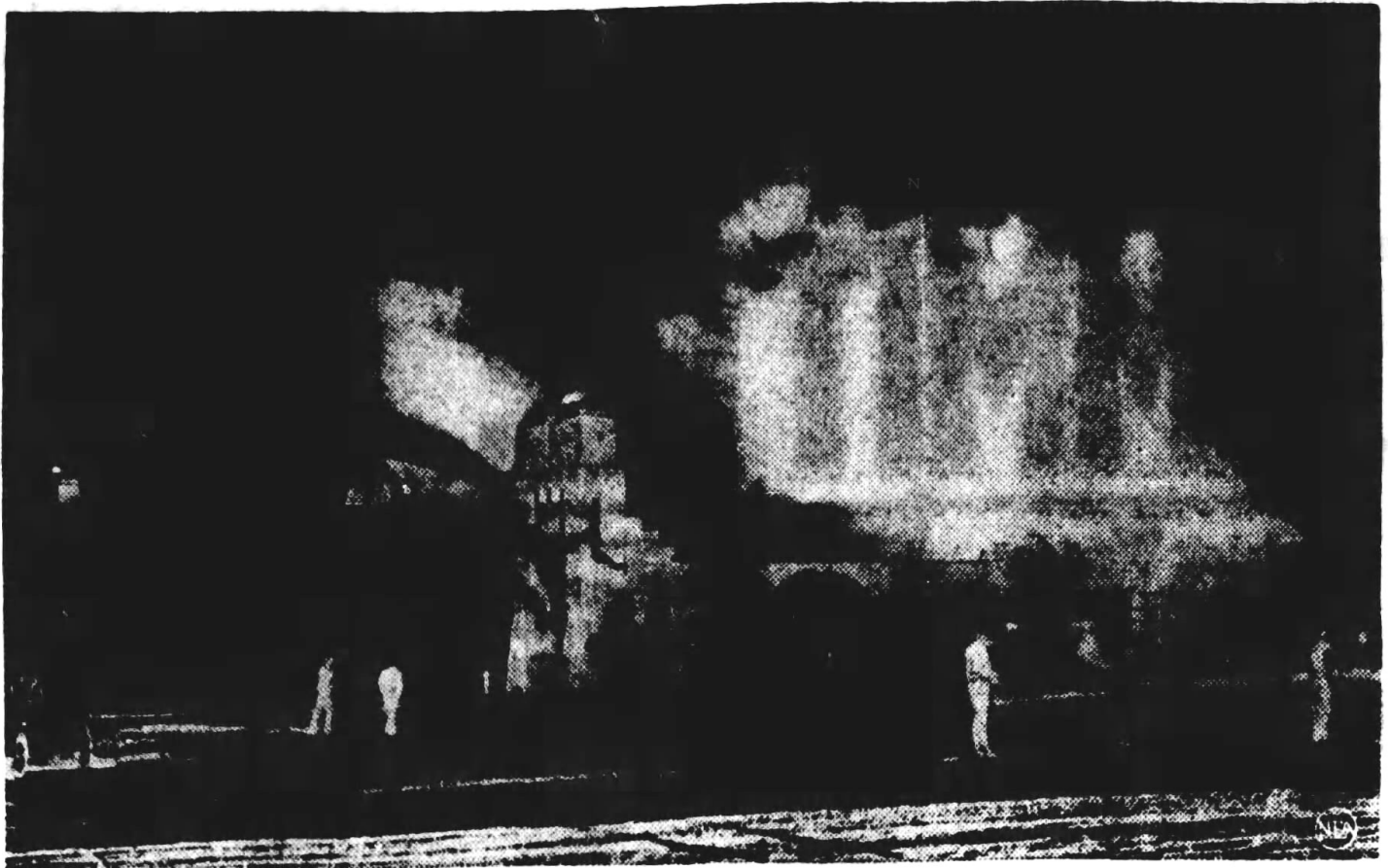
WASHINGTON, April 2—(AP)—Persons close to the state department expressed the opinion today that out of the oil controversy between the United States and Mexico, would come a permanent better relationship between the two nations. This statement followed publication of a warm exchange of friendly sentiment between President Cardenas of Mexico and Secretary of State Hull.

DALLAS, Texas, April 2—(INS)—Francis W. Rickett, British promoter, who yesterday offered to buy 25,000,000 barrels of Mexico's expropriated oil, was speeding eastward to New York by plane after attempting to smash cameras of photographers who sought to take his picture at the Dallas airport. Rickett, who was accompanied by Bernard E. Smith, a New York stock promoter, refused to discuss his Mexican negotiations with newspapermen. Both men are traveling under assumed names.

LABOR HEARING APRIL 21

WASHINGTON, April 2—(UP)—National labor relations board officials said today they expected the fourth circuit court of appeals, Richmond, Va., to hear arguments April 21 on the NLRB's request for an enforcement order on its decision against the Standard Lime & Stone Co., Baltimore.

Famous Planes Burn In Miami Airport Fire



Investigators seeking the cause of the \$700,000 fire pictured above that destroyed a \$20,000 hangar and 14 airships at Miami's Municipal Airport are reported to have discovered that the fire started in the plane of a Miami sportsman and was fed by gasoline from a leaking fuel tank. Among the ships destroyed were Alexander P. De Seversky's \$250,000 record-breaking amphibian, the \$120,000 plane in which Jimmy Mattern hunted the Russian flyers lost in the Arctic and a \$65,000 amphibian owned by Gar Wood, speedboat racer.