

Time has solved the mystery of the death of Phil Parmalee, aviator who was killed in the Moxee on June 1 of this year, when his machine plunged 400 feet and killing Parmalee instantly, buried itself in the ground.

A half a mile away from the spot where the machine was found after the accident, the rudder was discovered.

It was hidden in a clump of brush. It is unquestionably the fact that the loss of this piece of mechanism was the reason Parmalee fell to his death. The rudder was found by George F. Johnson who was working on the Joe Richards place in the Moxee. It was discovered a half mile south of the spot where Parmalee was killed.

Mr. Johnson was on the Richards place the day of the accident. Hearing the roar of the motor of the airship he looked up to see something drop.

He paid little attention as his eyes were riveted to the machine but when Parmalee fell he recalled what he had seen. He did not give the subject much further thought, however until a day or two ago when hunting he found in the brush the broken rudder.

When Parmalee was killed a throng of gleesome ghouls thronged the spot where he fell and literally tore the wrecked machine to pieces to procure gruesome relics. The Yakima Herald, Oct. 16, 1912.

Yakima's only logical place for an airplane landing field is at the State fair ground in the opinion expressed by Lieuts. Thomas K Mathews and Oakley G. Kelly after careful inspection of the available fields in the vicinity of Yakima.

Ernest Schneider, Yakima member of the Washington State chamber aviation committee motored the officers about the valley during their inspection trip.

Lt. Mathews took off this morning at 10:40 for Prosser and Lt. Kelly left at 10:50 for Pearson field, Vancouver. Both officers emphasized Yakima's need for a commercial field and both expressed themselves as believing the fair grounds could be utilized profitably both for the taxpayers of the state and for the advancement of aviation in the valley. The Yakima Herald-Republic April 21, 1926.



Two more setbacks in the plan of the Chamber of Commerce to have a suitable aviation field prepared at the State fair grounds immediately were registered today.

A letter received from D.O. Lively failed to give any new information although the state chamber manager reiterated his belief that Yakima county needed a good landing field.

He said that if it could be arranged at the state fair grounds the fair association could then make advantage of it for aviation maneuvers during the annual fair. He forwarded a letter received by him from Erle J. Barnes, state director of agriculture who stated that his department had no funds which could be used for the purpose at the present time--The Yakima Herald May 10, 1926.

The aeroplane with which Phil Parmalee made his last flight was burned late Saturday afternoon by his men after the crowd of curiosity seekers had torn it to pieces and carried away practically everything but the engine.

The lifeless body of the aviator had scarcely been carried off the meadow where he had fallen when automobiles filled with the curious began to arrive from the city. From that time until Parmalee's men came and stopped the destruction the tangled wreck was hedged in by a crowd, some of them merely curious to see it, and to speculate on the probable manner of the fall, others morbidly seeking for souvenirs and gruesome details.

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"A puff of wind seemed to raise the tail of the machine and it came to the ground turning nearly over as it fell," was Hamilton's version of the fall.

Clifford Turpin, Parmalee's flying partner arrived last night from Seattle where he had been detained pending the inquiry into the death of two people killed there last week when Turpin tried



minutes and 49 seconds. He also figured prominently in the Salt Lake City meet of April a year ago.

Another of his achievements last year was the establishment of a record for the United States army in a military test by the war department at San Antonio. Parmalee flew without a stop carrying Lieutenant Foullois two guns, ammunition and gasoline sufficiently to last six hours from Laredo Tex to Eagle Pass. His flight was two hours even.

In the Los Angeles meet of last January he made the record largest winnings of any competitor his most spectacular feat having been the execution of three figure eights in one minute 23-5 seconds.

The records hung up by Parmalee which attracted most attention in the aviation world, sensational achievements at that period of the game were those at the Chicago meet last year. He established a new world's record for altitude with a flight to 10,837 feet more than two miles and broke the American record for carrying a cargo of 458 pounds/ Altitude flights were his speciality, however and he won the daily prize for altitude more than half the time of the meet--The Yakima Herald, June 5, 1912.

One ton of airship came into North Yakima Monday by express from Seattle.

Captain John Smith of the Northern Express company says it is the first consignment of airship that has come to North Yakima with his knowledge and that Herman said it was sure to fly as it was 8 per cent Bohemian hops and they are the only kind of hops which are sure to rise.

From the ~~and~~ ~~old~~ express office the airship was taken to the state fair ground where it was ~~accompanied~~ assembled and put in condition for the flights to be made here Saturday and Sunday by Aviator Wiseman.

About the same time that the airship came to the city there arrived here Messrs Fred J. Wiseman, the birdman, R. Scheffer, A.C. Cooper and D.M.C. Prentiss who are his assistants or associates in the demonstrations in various parts of the country.

They are guests at the Yakima hotel. They at once got into communication with Secretary James of the Commercial club which organization is interested in the exhibition to be given.

Yakima Herald, May 10, 1911.

More than 6,000 people saw Fred J. Wiseman, the intrepid aviator perform Sunday afternoon at the fair grounds. Of that number perhaps 1,500 were inside the grounds while the rest of the number were strung along the outside making quite a fringe away.


...The first ~~who~~ flight was the best of the three. He started near the first turn on the race track and went north on the ground until he had passed the grand stand, then rose into the air with the grace of a gull. On to the north went he, then veered to west, sweeping over a



A third time he started but after he had gone directly forth for a quarter of a mile he turned back to the west as on the first trip, he was compelled to come down, alighting one block northeast of the Fairview schoolhouse. That settled it, for it was impossible to get things arranged to go again.

When Wiseman went down the third time it was feared he had been hurt and there was a rush to the scene, all automobiles on the ground loading up with passengers and hurrying to point where he had descended.

It is said that Mr. Wiseman's share of the receipts for Saturday's and Sunday was nearly 1500 while the management received barely enough to pay expenses. Thus ended the first aviation meet in North Yakima--Yakima Herald, May 17, 1911.



They are aviating in the Moxee. The hitherto serene Jersey cattle stick their tails up straight behind and uttering terrified moos tear across the meadows in search of shelter when the con-founded thingswoops by.

Be it ever so humble there is no home without its aeroplane in these progressive days.

Gordon Bell, nephew of Alexander Graham Bell, once famed for the telephone but now more famous for a CCH tetrahedral aeroplane which has, up to date been rather conservative as a flyer, is the young man who is alarming the Moxee.

George Ker, another uncle of his with whom he is spending the summer has also been interested in the sport, but it is rumored that he tried to fly stiff-legged like the stork and because he did not gather his props up under him those members crashed into a stump and a tangle of sagebrush in a surprisingly vicious manner and now he watches the other flutter.

The aeroplane of the Moxee valley is a glider. It was in 1900 invented and built by Mr. Bell with the aid and assistance of Mr. Ker. The glider is the forerunner of the aeroplane. The Wrights first practiced into the school of applied aeronautics.

The glider is an aeroplane without an engine and is usually smaller. The operator hooks his arms into it, runs down hill until the glider connects, parachute-like with the atmosphere then he hooks up his legs and is off. That is, he is off the time being, but the landing after the glide is the ticklish part about gliding.

If a glider will glide theoretically, it will fly with an engine, if made large enough to carry this added weight. Mr. Bell's glider gliders. There are witnesses to testify to that all over the valley. Hop pickers have stopped aghast at this apparition in the sky, but when they found speech again



## Aviation

Prof. Hegel is here trying to make arrangements for the building of a balloon and for making two ascensions from North Yakima.

He proposes going up a thousand feet and then making the drop with a parachute. Prof. Hegel lost his last balloon in Commencement bay--Yakima Herald, September 11, 1890.

## Aviation

Professor Parker, the aeronaut of some note, will make a balloon ascension from the corner of Yakima avenue and Front street at 3 o'clock Thanksgiving afternoon.

When the balloon has reached a height of 2,000 feet, it will be abandoned by Prof. Parker who will make his descent by means of a parachute.

The balloon is of the hot air pattern and is thirty six feet high.

Prof Parker made the ascension from Sprague the other day which was witnessed by more than a thousand people and so successful was the effort that the local paper pronounced him the champion ballonist of the day.

At that place the county seat location was an absorbing topic and the aeronaut ~~soon~~ smuggled a dummy into the car which was thrown earthward when a certain height was reached.

Spectators say the sensation was one lone to be remembered.

Children yelled and some of the ladies shut their eyes and gave vent to horrifying screams.

When the dummy struck the ground, with the stereotyped sickening thug, a tag was found pinned to it stating that this was one of the men who voted for Davenport for the county seat--Yakima Herald, November 27, 1890.



## Aviation

The balloon ascension made by Prof Parker on Thanksgiving day and again on Saturday last was in each instance very satisfactory to the large crowds of sightseers in attendance.

On the first occasion Parker made his landing with his parachute on H.L. Tucker's house while the balloon remained in the air for some time and finally dropped near the river.

On Saturday Parker landed near Chapnell and Fox's warehouse and the balloon came down about 200 yards further away.

Prof. Parker was timed in his last ascent from the moment of leaving terra firma until alighting again, it was only one minute and forty seconds although it seemed much longer.

The aeronaut informed The Herald representative that after cutting the parachute loose from the balloon he is totally unconscious and only regains his senses with the opening of the parachute and the consequent decrease in the speed of descent.

When first tried the parachute was a failure and the inventor came near losing his life as the canvass would flop from side to side and offered little resistance to the air.

This was remedied by cutting a small hole in the center of the canvass, allowing the air to slowly escape and thereby preserving its equilibrium and the steadiness of motion.

Prof. Parker will go on to Ellensburg and will give ascensions in the larger towns along the road from here to Seattle--Yakima Herald December 4, 1890.

## Aviation

Saturday is to be a hiyu gala day in Yakima. .

There will be a balloon ascension, democratic convention, republican ratification, people's party ratification, meeting of the Hop Growers' association and the preagrinating doctors will give their free shows on the streets--Yakima Herald, August 11, 1892.



## Aviation

E.D. Parrott, the inventor of the new air ship arrived here from Ellensburg last night.

Mr. Parrott will commence immediately the manufacture of his air ship. He expects it will take at least three months to have everything complete.

The old Filloon building will be used for the workshop--  
Goldendale Republican, January 31, 1895.

A first of April yarn was sprung about the trial of Parrot's aerial ship now being built at Goldendale, which told of its successful flight with several well known citizens of that place.

A gullible local paper swallow d that story in i s entirety and published it as gospe~~l~~ truth. Mr. Parrott is still working on his scheme and expects to make the trial trip on the F<sub>o</sub>urth of July. He is now in Portland having the engine and generator built..Yakima Herald, April 18, 1895.



The Fourth of July has been named as the date for the trial of E.D. Parrott's flying machine which is expected to soar from Goldendale at that time.

Ten years ago Mr. Parrott had, as he thought, perfected the idea of the flying machine and since that time he has been working on the details of the engine which, if the results are attained as claimed by him, he will not need the flying machine to win fame and fortune.

After twenty years investigation and experiment he believes he has an engine that will use gasoline and at a heat of 100 degrees by the aid of chemicals will secure a quadruple compound force that gives four times the expansive power of steam.

His ship now building will have capacity of 30 ordinary passengers and will weigh 650 pounds completed. It will be 80 feet long in total; has a hydrogen chamber made of aluminum 10 feet in diameter that half lifts the ship and is 70 feet long, one fan or wheel, is at the stern and one on each side; they are 10 feet in diameter, and to increase their power the center of the wheel is independent and revolves at double the speed of the outer half. Each of these wheels is turntable, so as to turn the ship or raise or change the course of the machine at will; there are "arrow" planes to guide the ship easily.

The boiler and engines are made of the best steel and very thin; all the rest is aluminum--Yakima Herald, June 13, 1895.

E.D. Parrott, the flying machine man at Goldendale has gone to Portland to superintend the construction of another engine, one of 45 horse power that can be put to practical use; the one already constructed being only a model to illustrate the principal of his invention. He expects to be gone a month so that the expected

~~To~~ residents of Marble Siding in Stevens county belongs the distinction of ringing a change on the "airship" story .

Within the past six months the airship has become wellnight obiquitous. It has been s en from the orange orchards of California from the pineries of Maine and from the everglades of Florida.

But always at night time, prowling through the aerial darkness displaying various colored lights admiships, abaft and aprow. Why the mysterious navigators should take pains to roam at night and yet hang out signals to acquaint stargazers of theirprescnes has not been satisfactorially explained; still, so ran the story, and all the witnesses testified alike.

The first dash of airship originality comes now from Marble Siding. The aerial ship was seen by all the residents of that place, in broad daylight. It had at the prow a contrivance bearing close resemblance to a snow plow, no doubt to "push dem clouds away." It sailed serenly and swiftly on, not designing to put in at Marble Siding for wood, water or whiskey and vanis ed over th Canadian boundary in lawless defiance of the customs regulations provided.

The citizens of Marble Sinding appear to be guided by the axiom of the old sport who said: "If you re going to tell a fish tory, tell a good one." Originality is a fine virtue, even when you apply it to an airship--Spokane Spokesman-Review, May, 1897.



An eye witness to an amusing episode tells the Herald of what befell a Yakiman recently in Spokane.

W.R. Clark, the well known tinner, who left Yakima about three years ago to hunt gold in the Colville reservation made a killing in his mining venture. He also came near making a killing, in miner's parlance with his newly invented flying machine. Having made plenty of money and leisure he has devoted his time and means lately toward perfecting an airship--or rather an acetylene flyer. In the secrecy of his cellar Mr. Clark worked industriously at his model which was five feet long, made of tin. Below this was the machinery, consisting of a small gas engine driving three sets of propellers. The fuel was to be a few pounds of calcium carbide and add a bucket of water, thus producing when needed the subtle acetylene.

This would also furnish light and heat for the passengers.

Since leaving Yakima Mr. Clark has become a father in law. Son in law Wren of Northport was paying him a visit. To him he confided the secret of his invention and besought his assistance to start the machine. It started and soared aloft with such sudden energy as to take Mr. Wren along, and he having poked his lighted cigar too near the boiler. The machine went up and soared and so did Son in Law Wren who is sore yet even after the family physician had swathed him with lint and slathered him with arnica. Father in Law Clark, nothing daunted is working on another model...Yakima Herald, Dec. 7, 1899.

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to avoid striking a man on the track and his aeroplane crashed into the grandstand.

"I'll never step into an aeroplane again as long as I live" said Turpin. "I am through. All of our contracts are cancelled."

Turpin himself is still hardly able to get around as a result of the injuries received in the Seattle accident. Both of the aeroplanes of the partnership are now broken up, one having gone in Seattle and the other in the accident here.

Turpin will take charge of the affairs of his partner who had several thousand dollars in drafts and cash on his person at the time of his death and will accompany the remains back to St Johns, Mich., Parmalee's old home.

Parmalee was recognized as one of the most expert manipulators of an aeroplane in the profession. Notwithstanding the fact that he has been flying almost continuously the last two years he had never wrecked a plane and never had a serious accident.

He first burst into the limelight as a birdman of promise the day before the international meet at Belmont park two years ago. He had been making small exhibition flights through the south that had not been considered in the ranks of the prize contenders. The day before the international event he made flights sufficient to get a license. The next day with the license less than 24 hours old he plunged into difficult contests at Belmont and immediately began to make records.

Soon afterward at Dayton Parmalee again won international notice by sending over a 65 mile route the first aeroplane express in history. He delivered a 70 pound burden covering the distance in 67 minutes.

His most important early winnings were made in the 1910 Los Angeles meet where he flew the Wright Model R and Model B throughout the meet. A month later in San Francisco he set up a new American endurance record with a flight of three hours 39



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part of the city. Going perhaps halfway to the business part of town. Then he retraced his footsteps, as it were and wailed back over the fair grounds and on to the east toward the river where those in the grand stand could get a splendid view of the aviator and his craft. He returned to the point from which he started a few minutes previous and made a beautiful and spectacular landing in front of the grand stand.

He shut off the engine and grveled on the ground a distance of nearly 150 feet. One of his assistants backing up from in front of him waiting for a favorable opportunity to assist in stopping the biplane. Then the accident happened. The assistant grabbed the machine and interferred so it turned at right angles and ran into a water tank on the east side of the fence. Mr. Wiseman was uninjured but the machine had several of its front tenacles knocked out of commission.

A small army of mechanics got busy at once and made the repairs in less than two hours. Mr. Wiseman's caries with him many supplies for just such emergencies and they came in handy.

During the intermission Crawford's band discoursed sweet music playing at frequent intervals.

Fred Chandler, president of the Yakima Nut and Supply co. was pre ent to race against Wiseman but instead made a couple of turns around the mile track, time one minute and 15 seconds to the mile. At the rate of 48 miles an hour which is going some.

The machine having been repaired to the satisfaction of the mechanics Mr. Wiseman made a second ascension but was compelled to get back to earth before he had gone more than a couple of hundred yards.