Chapter II
Second Tour – Bigger, Better

The early years of the Twentieth Century were called a time when ordinary; tangible scientific progress began to give way to the mysterious, and intangible….

And certainly if you were a youngster then, and just beginning to understand about the great inventions grown-ups talked about, your world was filled with contrasts between familiar everyday things you could see, and touch, and all the new mysterious things you could only try to understand.

If you watched the long, straight arms of a steam locomotive as they pushed back and forth to turn the driver wheels — high spindley ones for passenger trains; small stocky ones for freight trains — you could see the steam and see how it was like the puffing and whistling of the teakettle that was always boiling away on the kitchen stove. Steam was easier to understand than gasoline, where the engine cylinders were concealed inside a block of iron and somehow turned the wheels of an automobile with only a loud shaking and banging of the exhaust pipe.

The electric motor too, was something you could not "see," even though you could see the wires going to it and feel the "juice" if you touched them. The motor worked, your father said, in the same mysterious way that a nail jumped at the horseshoe magnet that all small boys carried in their pockets. And it made a fine humming sound. But there was no exhaust or smoke; even the familiar streetcar, for all the sparks flying from the trolley wires, was hard to understand.

Radio was even more mysterious, even though you could get a book from the library that told how to build a crystal set by wrapping fine electric wire around a Quaker Oats carton. Radio was something like the telephone, or electricity; but at least with electric wires you could imagine the hot rays streaking along inside and with telephone wires, if you climbed a tree and put your ear close you could hear a hum sometimes, as though all the people on the party line were all talking at once.

Or singing some doleful old hymn. But with radio there were no wires — and yet radio waves went across mountains and deserts and oceans and people could hear and answer back from clear around the world, it was said.

And now, here was the most wondrous thing of all — the aeroplane — rising up into the sky as your Gran'pa still stubbornly insisted could never be done except by a wild bird. The encyclopedia said the airplane wing lifted itself by moving forward through the air; something like the clothes flapping on the washline, or the spring wind tugging at your kite as you ran along the road. But no words in a book could ever explain the power and beauty of an airplane going overhead, its silver wings flashing in the sunshine.

You might never hope to "go up" — too risky, your father said. But you could watch, and listen, and dream, as the machine went roaring along the ground, and suddenly, miraculously, lifted itself into the air. And then it rose up and up, above the trees and housetops, until it was just a speck against the sun and clouds. And you waited all pins and needles for it to come back and land, watching as it came gliding down — closer, bigger-suddenly right there rushing toward you, the pilot leaning his head out, peering straight ahead as he throttled her back, getting ready to set her down. Then he leveled her off, the motor idling, the wings and wires making a great rushing swoosh, as the ship hurtled by you and hit the ground with a fine satisfying clomp, in a three-point landing.

Small boys were expert landing-watchers; critical of any pilot whose technique was less than perfect, familiar with such terms as "Chinese Landing," which meant, of course, that he hit on one wheel and a wing-tip. There was knowing talk too, of one-wheel landings, where the plane had lost one of its two wheels somewhere along the way.

A wheel might just come loose from the axle as the plane left the ground on takeoff; in fact this happened quite often with stunt pilots at the County

Fair. And then the announcer would start yelling through his megaphone, crying out to the other pilots, "For Godsake Men Get A Wheel Up To That Plane!" And the announcer would explain to the spectators that the pilot probably did not know he had lost one wheel, and must surely crash if he tried to land without it. And sure enough as the men rushed around to get another airplane started up, the one-wheel plane would come gliding in to land, and the men would all run out and wave and yell, and the wheel-less plane would swoop off around the field again.

And then they would get the second plane going, and a man with a wheel strapped to his back would climb in, or hang on standing on the wing and off they would go, to catch up with the crippled plane as it circled over the field. Then the two planes would fly just a few feet apart, low enough for everyone to see, as the man carrying the spare wheel moved out to the wing-tip and watched his chance to jump across to the wheel-less plane. And finally he would make it, and climb down and put the wheel on the axle, and the spectators would begin to talk and laugh again, as the two planes came back and landed, with the announcer calling for everyone to wave their hats and handkerchiefs to applaud the fearless wing-walker who had saved the day.

The wheel passing act was often staged for newsreel cameramen. And this led to the story of the cameraman stationed in the front cockpit of the wheel-less airplane, filming an unusually elaborate show, with a wing-walker on each plane, passing the wheel between them. They fumbled the first two tries, dropped the wheel each time, and as the rescue plane went back down to pick up a third spare the cameraman turned to bellow at his pilot, "How long are we gonna have to sit up here freezing to death?"

And the pilot yelled back, "Until either they run out of wheels or we run out of gas!"

These air shows were part of the fun and bally-hoo of a time when airplanes and aviators were associated with the three-ring circus; or a newsreel scene of Giant Army Bombers in Majestic Formation over some far off place in Texas called Kelly Field. And while your next door neighbor might show you an Air Mail letter come all the way from California to New York in just over two days, your local "airport" was more often just a dusty place at the end of the streetcar line, frequented by shabby characters in greasy coveralls, with the wreckage of an airplane piled up in the weeds behind a wooden shed.

And all this made up the "image" — although they did not call it that — that the astute men of Detroit wanted to change, to one of reliability and

Familiar silhouette: a Jenny of Ormer Locklear's circus performs for a Sunday crowd at Durant Field, San Leandro, California In 1920.
(Mrs. Carl Bigelow)

respectability. And it was changing, in 1926, and optimistic Detroiters talked of airplanes built on assembly lines, like cars; built cheaply enough so that if Michigan's winter weather prevented their flight testing, they might be shipped elsewhere for that.

There were new factories, all around Detroit and all around the country; over 600 "new production" jobs were turned out in 1926, in addition to the hundreds of Jennies and other war surplus ships still flying. Twelve newly organized commercial airlines carried mail and express, while cities rushed to build new airfields. St. Paul voters approved a new three-hundred thousand dollar field; Indianapolis marked off a convenient area inside the famed auto speedway; and Kalamazoo's new field was only three miles from the downtown Post Office, for swift movement of the Air Mail.

These new airports would become part of the government's nationwide airway system. Big city terminal fields were to be of 160 acres of good, hard sod, with perhaps a cinder surfaced runway 3,000 feet long. Smaller emergency fields were spaced along the airways about every thirty miles with the route marked by red and green course lights somewhat like street lights. The night flyer was guided also by big flashing beacons every ten miles, each one flashing a certain identifying letter of the alphabet in Morse code. It was never quite clear to the layman how the government engineers arrived at

Detroit sport balloonists of the arty twenties. Charles E. Planck stands next unidentified girl, William A. Mara in basket, Arthur G. Schlosser in white cap, Herbert von Thaden, crewcut.

(Charles E. Planck)

Aviation enthusiasts meeting in Detroit compare notes on The Great War. From left, Dutch designer of German planes Tony Fokker, American designer Alfred Verville, British flyer George Hopkins, French flyer Charles Nungesser and E. LeRoy Pelletier, publicist who helped promote the 1904 Glidden Auto Tours and the 1925 Air Tour.

(Charles E. Planck)

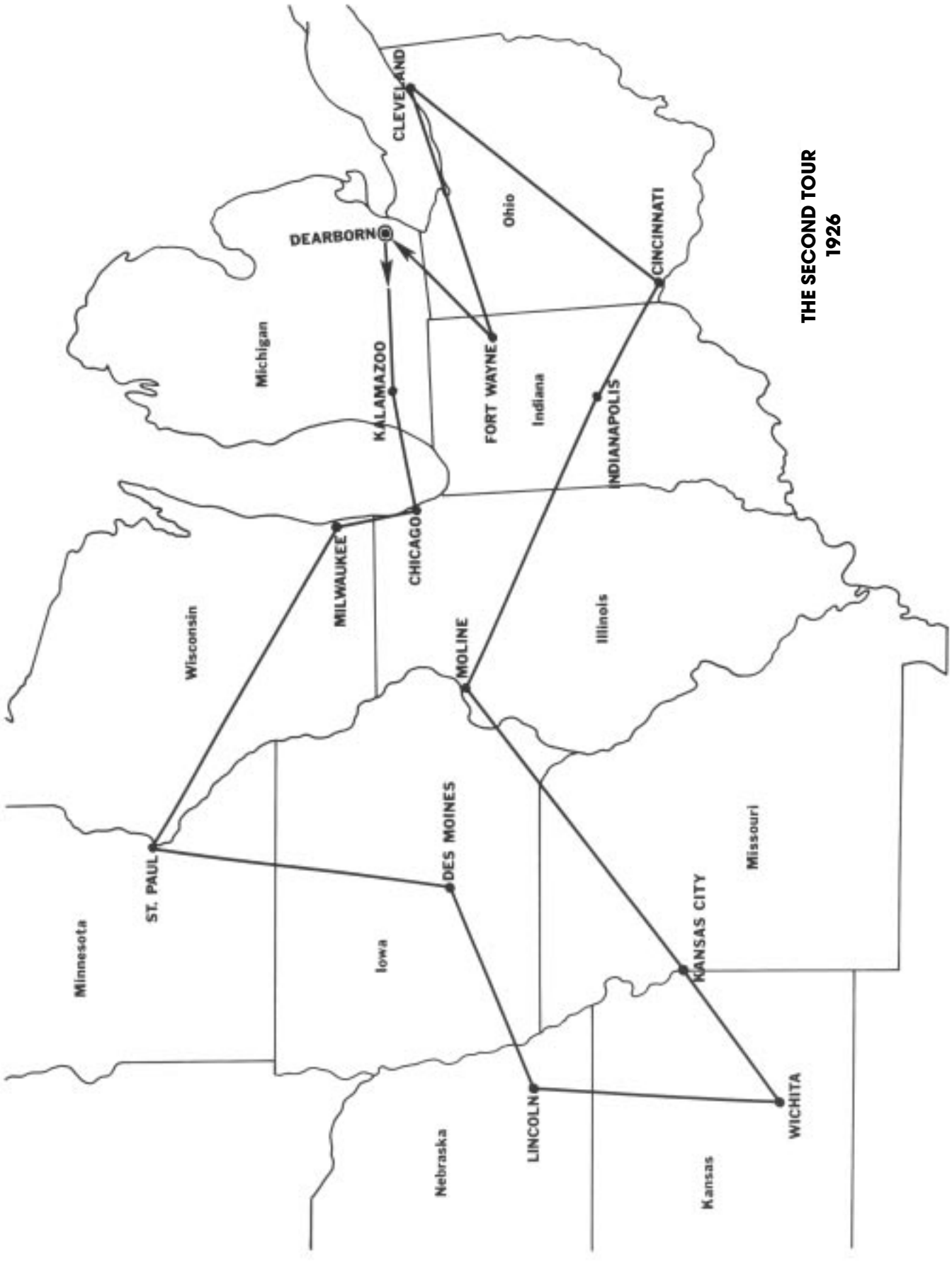
the alphabet sequence for a string of ten beacons, but the letters were *WUVHRKDBGM*, promptly and logically memorized by pilots as "When Undertaking Very Hard Routes Keep Directions By Good Methods."

The Ford Airport at Dearborn was improved in 1926; pilots flying in for the Second Annual Air Tour saw new buildings and a towering dirigible mooring mast. Twenty-five contestants were entered in the tour. Four of the planes had the new air-cooled Whirlwind motor, three were luxurious cabin jobs and there was one tiny flivver plane. A Ryan monoplane came all the way from San Diego; an Eaglerock from Denver. Two planes, the Buhl and the Fairchild, had wings that could be folded back on the ground, for easy towing and parking in your own garage or barn. The new Travel Air carried a navigator, or "avigator," and was fitted with very fancy instruments so that it could fly safely and surely on course in clouds and fog. And more important, the Travel Air had brakes on its wheels.

Wheel brakes had been tried out as far back as 1913, but they added weight and expense, and pilots distrusted them, somewhat as early day auto drivers distrusted four-wheel brakes. But the 1926 air tour rules made wheel brakes essential for scoring points in quick takeoffs and landings. There was something called "stick," for the number of seconds it took an airplane to stick down and come to a stop on landing; and there was "unstick," for the seconds required to become unstuck and get in the air on takeoff.

Each plane was run through timed trials before the tour, with stick and unstick times added in a "Figure of Merit" formula, along with engine displacement and load carried and speed made good along the way. The winning airplane would be the one which carried the biggest load in proportion to its power, moved at a good rate of speed, and could "get in and out of small fields fast."

Thirty-thousand onlookers watched the 1926 tour start out, on August 7. They crowded inside the airport fence, and on all the roads and rooftops and railway embankments and tops of freight cars nearby, as officials finished weighing the contestants' loads, and three Selfridge Field Curtiss Hawks zoomed overhead in a final salute and then roared away to follow the Official Advance Army Falcon as far as Kalamazoo, first stop on the 2,600 mile tour of thirteen cities. Then engines began rumbling into life up and down the line as mechanics took their stance at propellers, swinging them through as they called out "Switch off," and "Throttle Closed," and finally, "Contact!"



At quarter to ten — 45 minutes late — Eddie Rickenbacker dropped the starter's flag for Louie Meister in his Buhl Airster, and the Second Annual Commercial Reliability Tour was under way.

Two ships went down with motor trouble the first day out between Kalamazoo and Chicago, leading to smart remarks from the others that these two pilots were wise to avoid the Windy City anyway. For 1926 was the year when gangsters of the Dion O'Banion clan took up their "Chicago Pianos" — machine guns — piled in an armada of getaway cars one fine afternoon, and drove grandly past Al Capone headquarters, spraying the place with bullets. And the only thing unusual about such urban warfare was that nobody happened to be killed that time around.

ITINERARY
1926

Date	City and Airport Name	Miles
Saturday, August 7	Dearborn, Ford	
	Kalamazoo, Municipal	127
	Chicago, Maywood	128
August 9	Milwaukee, Hamilton	80
	St. Paul, Municpal	291
August 11	Des Moines, City	230
August 12	Lincoln, Lincoln-Standard	170
August 13	Wichita, Travel Air	210
August 14	Kansas City, Richards	180
August 16	Moline, Campbell	270
August 17	Indianapolis, Speedway	260
August 18	Cincinnati, Lunken	97
August 19	Cleveland, Municipal	225
August 20	Fort Wayne, Baer	180
Saturday, August 21	Dearborn, Ford	137
		Total 2,585

Two more airplanes dropped out next day, as the Travel Air and the Buhl Airster moved out front in a full-throttle race — for first place and the trophy, and twenty-five hundred dollars. Top speed counted on every leg; Walter Beech and his "avigator" in the Travel Air argued about the most direct route every mile of the way and Louie Meister in the Buhl stubbornly refused to stop for gas so that heading south from St. Paul his motor quit as he came in sight of Des Moines and he just did flop onto the field "dead stick." But then next day it was said, Louie throttled back going into Wichita so that Beech could land first and be the hero at his home field, and thus the Buhl lost precious points that Meister could never make up.

The Des Moines field was new: determined local boosters remembering the shame of being passed up in 1925, had picked and shoveled a huge new place "out Grimes Road near Camp Dodge" — a field big enough for the mightiest tri-motors, complete even to electric lights and Administration Building: a big Army tent.

Casey Jones led the race in his Curtiss Oriole going into Kansas City, Casey having a very secret tip that a special five-hundred dollar prize awaited the first man to land there. But it was indeed secret; none of the Kansas City officials had heard about it.

All three motors of the big Ford transport faltered as it headed into Cincinnati, and the ship almost fell into the Ohio River. And next day near Nova, Ohio, the Ford did fall, when the right-hand propeller came apart, motor and landing gear ripped loose and fell away. The left-hand motor fell off too, as pilot Shorty Schroeder slammed the crippled monster down in a crash landing in a farm field.

Vance Breese pushed his Ryan to first place going into Cleveland next day, but it was too late to catch Walter Beech and his Travel Air. Back in Dearborn for the final banquet, Beech gave credit for his win to the fancy instruments and to his navigator, Brice Goldsborough. But Beech said also that much of his expert navigation had been the time honored process of following others along the way, old friends and veteran barnstormers winging along exactly on course, following rivers and roads, section lines, and the old reliable "iron compass" — the railroad tracks.

Eddie Richenbacker drops the flag for Louie Meister, #1 in 1926 tour. (s. J. Hudek)

And Harold Pitcairn, in Orowing, #20. (Ford/Hudek)

And #23, Vance Breese in Ryan M-1. (Ford/Hudek)

The Buhl Verville Aimer was designed by Alfred Verville, built in a factory which was part of the Buhl industrial empire in Detroit, was the first plane to be type certificated by the Department of Commerce, in 1927.
(Ford/Hudek)

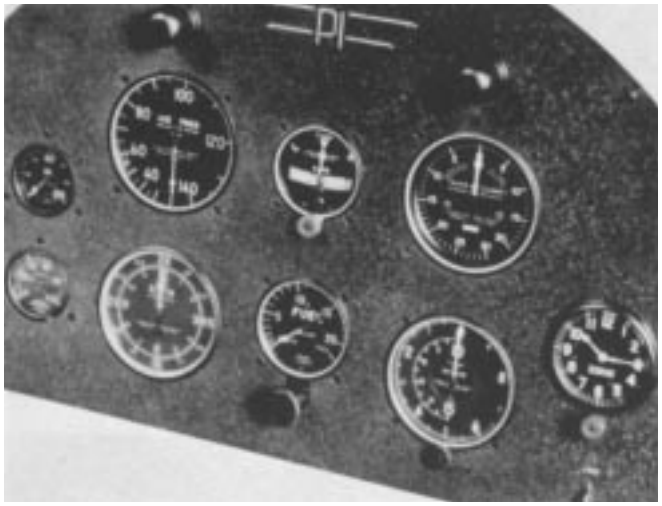
The Pitcairn Fleetwing had two forward cockpits, seating two passengers each; was called "The Hop Ship," (for passenger hopping) or, "The Double Wedding Special."
(S. J. Hudek)

NC2078, a Travel Air similar to the tour winner, in flight over Oakland, California, pilot, Tommy F. Symons, Jr. (Mrs. Carl Bigelow)

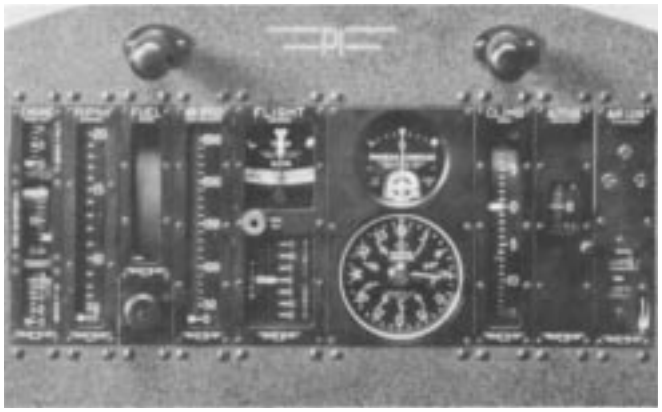
Walter Beech, in front, and Brice Goldsborough in the first-place Travel Air, a plane specially built for the Pioneer Instrument Company. Device at pilot's left with eyepiece and scale was used to compute ground speed and drift by sighting at ground objects, vaned venturi gadget on right-hand wing strut was "Air Log," designed to record miles traveled. Venturi over Walter's head drove Turn and Bank, wind driven generator on aft turtledeck powered Earth Inductor Compass. The plane had two magnetic compasses: one just ahead of pilot, one forward on underside of center-section. (Beech Aircraft Corporation)

An OX-5 Travel Air built for The Pioneer Instrument Company of New York. (The Bendix Corporation)

Claude Sterling and Travel Air *Spirit of Egypt,* at Parks Air College, East St. Louis, Illinois. (Wayne M. Sterling)



Pioneer Travel Air had conventional round dial instruments in front, vertical scale in rear cockpit. Blind flying instruments included Air Speed, Turn and Bank, Pitch Attitude, Earth Inductor Compass, Rate of Climb, and Air Log. (The Bendix Corporation)



Clarence Clark's Hisso Travel Air, carrying #32, but listed as #3 in tour. (Ford/Hudek)

Juan de la Cierva, left, and Harold F. Pitcairn (Gerald Breuner)

Leroy Manning (Mrs. S. L. Manning)

James G. Ray (Gerald Breuner)

The Douglas C-1, Pathfinder and Official Press plane. Pilot and mechanic sat in cockpit just behind. Liberty motor; eight passengers rode in enclosed cabin. (Ford/Hudek)

This Stinson SB-1 of Wayco Air Service was flown in the 1927 tour by Leonard Flo; may be the same ship flown in 1926 by Eddie Stinson. Curtiss Hawk from Selfridge Field is parked at left. (Ford/Hudek)

Jack Laass holds up tail of his Driggs. (Ford/Hudek)

The Ford Tri-Motor at Wichita. (Clarence E. Clark)

John Livingston's Waco Nine, powered with Curtiss K-6. Ross Smith stands at left wingtip. The other two Wacos in the tour were similar to this one.
(Ford/Hudek)

Frank Dorbandt with fellow pilots and passengers, Anchorage, Alaska, about 1936. From left, Wells Irvin, Win Irvin, Mrs. Wells Irvin, Mrs. Ed Dodd, three unidentified girls, Dorbandt.

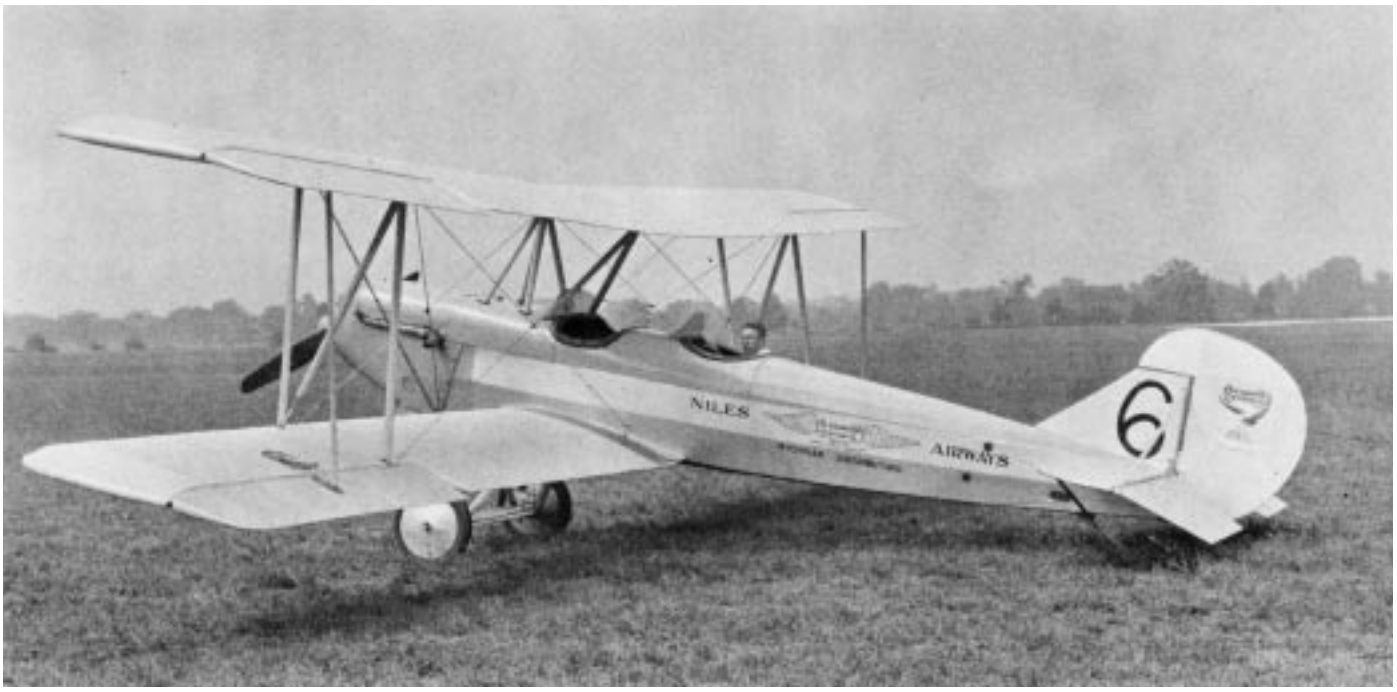
(Allan E. Horning)

Omer Lee Woodson, with Hap Arnold, left, and Larry Bell, right, in 1942.

(Bell Aerosystems)

Pat Gallup in *TWA* uniform with New York Mayor Fiorello LaGuardia at North Beach Airport (later LaGuardia Airport) in 1937.

(H. H. Gallup)



Willis E. Kysor and Eaglerock. (Ford/Hudek)

One of the three Woodson Express biplanes in the tour. (Ford/Hudek)

From the top: Vern Babcock, Cory Johnson, Ed Knapp.
(Antique Airplane Association, W. P. Kupka, J. H. Livingston)

The Babcock Teal, at Stow Field. (D. A. Bashline)

The Hess Bluebird coasting in for a landing at the Wyandotte, Michigan factory. (University of California)

Dick Depew and Fairchild FC1 at the factory, Farmingdale, Long Island. (Fairchild Hiller Corporation)

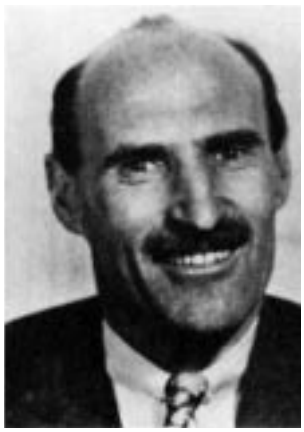
The Ford-Stout 2AT (Ford/Hudek)

The last ship flown by Charles M. Wisely, an MB3A, at Kelly Field.
(Leslie Newmark)

Ivan H. Driggs
(H.E. Morehouse)

Harold E. Morehouse
(H.E. Morehouse)

Ed Schlee
(A. W. Walker)



Casey Jones
(Russell Thaw)

Casey Jones' clipped-wing Oriole, which finally became so much stripped and lightened for racing that it was no longer safe and had to be retired, somewhat like a faithful horse who can no longer run.

(Ford/Hudek)

This composite photograph of the 1926 group was made up later, after Brice Goldsborough's death.

1 Louis G. Meister
2 Walter H. Beech
3 B. H. Goldsborough
4 R. R. Blythe
S C. E. Clark
6 Ed White
7 Russell A. Hosler
8 Rex Sturdevant
9 Robert B. Rolando
10 M. J. McInaney
11 Tom Killian
11A Chas. Planck
12 Willis E. Kysor
13 James R. Williams
14 R.W. Schroeder
15 H. L. Russell
(his picture is missing)
16 Harold J. Wymer
17 Kenneth J. Boedecker
18 Ernest Greenwood
19 Leroy Manning
20 L. H. Garriott
21 Jack Laass
22 W. F. Sturm
(picture missing)
23 Casey Jones
24 Jack Frost
25 J. F. Meade
(picture missing)
26 H. C. Mummert
27 Clarence Love
(picture missing)
28 H. G. McCarroll
29 Laurence C. Elliott
30 Frank Bogart
31 C. D. Lewis
(picture missing)
32 Sgt. Fred Branch
(picture missing)
33 J. W. Beckman
(picture missing)
34 John T. Nevill
35 Ralph W. Cram
36 Vance Breese
37 J. B. Alexander
38 A. J. Hufford
39 Richard H. Depew
40 Corydon M. Johnson
41 Claude M. Sterling
42 J. B. Gardiner
(picture missing)
43 Philip H. Downes
44 Frank Dorbandt
45 B. V. Hughes
46 C. H. Leffler
47 C. S. Irvine
48 Wm. Munn
49 L. C. Monteverde
50 Atlee Ross Smith
51 John H. Livingston
52 John Paul Riddle
53 Susan H. Embry
54 Edward G. Knapp
55 Lionel A. Kitchen
(identification not positive;
picture resembles
K. B.Walton)
56 James G. Ray
57 Agnew E. Larsen
58 Harold F. Pitcairn
59 Ray Cooper
60 Eddie Stinson
61 Dewey S. Schlee
62 A. C. Schlee
63 Harry R. Graham
64 Bill Mara
65 Ray Collins
66 Chas. M. Wisely
(picture missing)

OFFICIAL RESULTS: SECOND ANNUAL COMMERCIAL AIRPLANE RELIABILITY TOUR FOR THE FORD TOURING TROPHY
August 7 - August 21, 1926
(Contestant listed in order of final standing)

PILOT	TOUR NO.	AIRPLANE TYPE	ENGINE TYPE	WEIGHTS[1]			SECONDS[2]		AVG. SPEED	SCORE	AWARD	PASSENGERS (and comments)
			DISPL. H.P.	EM'TY WT.	LOAD	GR'SS WT.	ST'K	UST'K				
Walter H. Beech	2	Travel Air 4000	Wright J4 787 200	1,400	600	2,400	8.0	8.4	124.1	4,043.3	$2,500	Brice H. Goldsborough, President of Pioneer Instruments, R.R. Blythe, C.G Paterson. Shjp owned by Pioneer was loaded with "every instrument known to aerial navigation"
Louis G. Meister	1	Buhl Verville Airster CA-3	Wright J4 787 200	1,686	800	3,069	8.4	12.6	115.3	3,972.1	2,250	The Buhl was "Fire-engine Red" and (gasp) it had brakes!
Edward A. Stinson	27	Stinson Detroiter SB-1	Wright J4 787 200	1,810	600	3,310	7.0	14.0	106.1	2,737.5	2,000	Wm. A. Mara, Andrew and Dewey Schiee, C.G. Peterson, Harry R. Graham
John H. Livingston	17	Waco 9	Curtiss K6 573 160	1,500	450	2,400	11.0	8.4	71.6 [3]	2,672.3	1,850	Ross Smith
John P. Riddle	26	Waco 9	Wright Hispano E 718 180	1,500	450	2,400	11.0	6.8	10.4.4	2,587.1	1,350	Mrs. Susan H. Embry, she wore a custom outfit for the trip and was the only woman on the 1926 tour.
Edward G. Knopp	18	Waco 9	Curtiss C6 573 160	1,500	450	2,400	12.0	12.6	10.46	2,356.3	1,100	Lionel Kitchen
Clarence E. Clark	3	"Pioneer" Travel Air 3000	Wright Hispano E 718 180	1,664	400	2,590	7.8	9.4	96.8	2,230.5	950	Edward White. V.P. This ship had a wind driven generator.
Vance Breese	23	Ryan M-1	Wright J4 787 200	1,600	500	2,800	14.0	11.2	111.0	1,966.3	850	J.B. Alexander, A.L. Hufford
R. B. Rolando	5	Alexander Eaglerock, Long-Wing.	Curtiss OX5 502 90	1,380	360	2,230	8.4	14.4	89.0	1,949.9	750	Paul Vernier, Tom Killian (Chicago newspaper reporter)
James G. Ray	19	Pitcairn Fleetwing 1	Curtiss C6 573 160	1,800	450	3,000	11.4	12.0	58.7	1,779.6	650	A.E. Larsen, Arthur Halstead, K.B. Walton
Charles S. Jones	10	Curtiss Oriole Special	Curtiss C6 573 160	1,564	360	2,354	10.0	16.5	103.8	1,708.0	600	John Frost, a retired banker from San Antonio
Harold F. Pitcairn	20	Pitcairn Orowing PA-2	Curtiss OX5 502 90	1,354	300	2,100	10.0	11.0	79.9	1,685.0	350	Harry A.E. Larsen, Chief Engineer at Pitcairn
C.M. Sterling	21	Swallow Super	Curtiss OX5 502 90	1,300	300	2,250	8.8	14.0	74.4	1,414.2	350	O.H. Hickman, J.B. Gardiner
C.S. Irvine	25	Travel Air 2000	Curtiss OX5 502 90	1,350	350	2,100	10.0	20.8	85.5	1,351.6	350	Sgt. Charles Leffler. Ship owned by Dr. J.A. Nowicki, of Detroit)
James R. Williams & Willis F. Kyson	6	Alexander Eaglerock, Long Wing	Curtiss OX5 502 90	1,380	252	2,230	10.2	11.0	73.0	1,306.2	350	Newspapers cedited both men as pilots, alternating at the controls. Both were from Niles, Michigan
Phillip H. Downes	14	Woodson Express 3-A	Salmson 2A-2 1145 260	1,600	600	2,500	10.0	12.4	70.2	1,273.9	350	Frank Dorbandt Iwho was on vacation) and B.B. Hughes
S.L. Manning	8	Ford-Stout Air Transport 2AT	Liberty V12 1649 460	3,790	1,000	5,790	17.8	19.6	92.8	1,055.5	350	L.H. Garriott
Richard H. Depew, Jr.	12	Fairchild FC-1	Curtiss OX5 502 90	1,596	260	2,331	11.4	20.6	90.3	1,020.2	350	Corydon M. Johnson. It was the last plane off at the start of the tour, depating at 10:02 a.m.

NOTES: [1] Published records for the 1925 Tour listed only two weights: "Maximum," and "Minimum" load, as shown. Empty and Gross weights listed above are quoted from other sources.

(Notes: Continued Next Page)

OFFICIAL RESULTS: SECOND ANNUAL COMMERCIAL AIRPLANE RELIABILITY TOUR FOR THE FORD TOURING TROPHY (Cont.)

PILOT	TOUR NO.	AIRPLANE TYPE	ENGINE TYPE		WEIGHTS[1]			SECONDS[2]		AVG. SPEED	SCORE	AWARD	PASSENGERS
			DISPL.	H.P.	EM'TY WT.	LOAD	GR'SS WT.	ST'K	UST'K				
Wm. A. Munn	16	Hess Bluebird	Curtiss OX5		1,275	252	2,050	14.0	16.2	64.3	818.0	$350	L.G. Monteverde
			502	90									
R.W. Schroeder	7	Ford-Stout Tri-Motor 4-AT-A	(3) Wright J4		5,200	1,500	9,200	6.8	12.0	98.8	2,779.8		Harry Russell, Kenneth Boedecker, Ernest Greenwood, H.J. Wymer.(Not official contestant, out at Cleveland.)
			787	200									
Harvey C. Mummert	11	Mercury Junior	Curtiss C6		1,020	600	2,450	7.0	18.6	103.3	2,552.8		Clarence Love, Joseph Meade. Nosed over and out at Cleveland.
			573	160									
Russell A. Hosler	13	Woodson Express 2-A	Salmson 2A-2		1,600	600	2,500	12.0	10.8	80.0	444.9		Don Stombaugh
			1145	260									
H.H. Gallup	15	Woodson Express 2-A	Salmson 2A-2		1,600	600	2,500	13.6	13.4	78.6	73.1		R.C. Stanfield, Ray Sturtevant Out at Gary.
			1145	260									
A.F. Everett	22	Babock Teal	Curtiss OX5		1,400	300	2,100	15.0	10.6	65.0	201.3		V.C. Babcock, ship designer Out at Chicago.
			502	90									
H.J. Laass	24	Driggs Dart	Wright-Morehouse		320	nil	500 (?)	9.0	16.0	76.0			Special $500.00 light-plane award. Out at Milwaukee.
			80	30									

NOTES:

1 Published records for 1926 Tour listed only "Contest Load," as shown. Empty and Gross weights are quoted from other sources.

2 Only six airplanes were equipped with brakes: Travel Air #2 and 3, Buhl #1, Stinson #27, Curtiss #10, Ford-Stout #7.

3 Possible error in listing of fourth place Waco at 71.6.

OTHER ACCOMPANYING AIRPLANES

PILOT	AIRPLANE TYPE	PURPOSE	PASSENGERS
Lt. Laurence C. Elliott	Douglas C-1 Liberty 12	Advance Pathfinder Airplane, and Official Tour Airplane, U.S. Air Service, Selfridge Field.	Sgt. Wm. Ross, H.G. McCarroll, Ray Collins, J.W. Beckman, Charles E. Planck, Frank Bogart, Harold J. Wymer. (In the Tour, Sgt. Ross was replaced by Sgt. Fred Branch.)
Cadet Charles M. Wisely	Curtiss Falcon 0-1 Liberty 12	Official Advance Airplane. U.S. Air Service, Selfridge Field.	Tour Referee, Ray Collins

Other passengers; all airplanes: Ray Cooper, John T. Nevill, C.D. Lewis, Ralph W. Cram, Wm. F. Sturm, J. Peterson Adams.

A "Welcome Home" button, and Slim Lindberg himself, in his 1929 Locheed Sirius.
(Martin T. Williams, Jr., Mrs. Carl Bigelow)