

# Chapter V

## 1929 - The Biggest Year Yet

Everything in the aviation world of 1929, whatever it was, was bigger and better than anything ever before.

Charles Lindbergh married Ann Morrow, while Dick Byrd explored the Antarctic. Two airplanes, one French, one American, crossed the Atlantic from Maine to Spain. Air mail was delivered in Manhattan just eleven days after posting in Buenos Aires and transatlantic ship mail was speeded up in seaplanes carried piggyback aboard ocean liners and catapulted to hurry on ahead as the ship neared port. A scale model of a "seadrome" landing field was tested in Chesapeake Bay, preparatory to building and mooring a full size, thousand-foot-long model in mid-Atlantic for a gas stop for New York to Paris passenger planes.

The German Dornier DOX twelve-engine flying boat carried 169 people aloft at one time, and the German dirigible *Graf Zeppelin* carried 17 passengers and 42 crewmen around the world. The British built two similar airships, while the American *Los Angeles* made a flight with an airplane shuttling to and from a hook on her belly.

The TAT airline began its 48-hour New York to Los Angeles plane-train service, Boeing Air Transport promised a 20-hour schedule Chicago to San Francisco, and at Fredonia, Arizona a Scenic Airways Ford Tri-motor took off with eight deer aboard, carried them 95 miles across the Grand Canyon to Red Butte, to join the deer colony on the South Rim.

Most significant, the German scientist Fritz von Opel kept a rocket propelled airplane aloft for over ten minutes, while America's Jimmy Doolittle made a successful instrument flight; takeoff, out the radio range and back, and landing, all "blind" under the hood.

There were all kinds of endurance records; the Army Fokker *Question Mark* stayed aloft over Burbank for 150 hours; Jackson and O'Brine kept the *St. Louis Robin* circling St. Louis for two and a half weeks; Mamer and Walker flew the *Buhl Spokane Sun God* from Spokane to San Francisco to

New York and back to Spokane without landing. Another planned endurance flight, promptly vetoed by poor sports in the Commerce Department, called for two teams to change off in one airplane. The rested crew would come on duty via rope ladder from the refueling ship; the retiring crew would go off duty via parachute.

Parachute jumps provided the grand finale for a marriage ceremony performed in a Sikorsky cruising over Long Island. Following the nuptial rites, bride and groom marched down the aisle in traditional fashion and then right on out the door, no doubt shouting "Geronimo!" as they hit the silk.

A parachute was devised to lower an entire airplane to the ground and the Switlik company announced a chute for the passenger seats of an airliner. At the first sign of trouble the passenger buckled the straps, then the pilot pressed a button and passenger and seat dropped out through the floor. The chute would open automatically and the whole thing is over with, the press agent said, "before anyone had time to become panic stricken."

This was the year for optimism and easy money; for record highs in the stock market; record sales of automobiles and iceboxes, vacuum cleaners and golf clubs. And home radio sets: Majesties, Spartons, Fadas, and Atwater Kents.

Over a hundred new model airplanes were displayed at the Detroit Aircraft Show in April; hundreds more flew into Cleveland for the races over Labor Day weekend; and a record thirty-five contestants signed up for the Fifth National Air Tour in October.

Twenty-nine ships actually started, most of them "the very latest thing out." The only old-looking plane was an accompanying Army Observation ship, powered by a water-cooled Liberty motor. And the Liberty of course, provided a favorite conversation topic for the old timers....

They recalled how the motor was designed back in '17 by engineers working round the clock in the Great Crusade To Make The World Safe For

Democracy. Everything then was called “Liberty” something; Liberty Bonds and Liberty Loan Drives, and even Liberty Steak, to replace the hated German word, hamburger.

The veterans talked of Liberty motors in the old wartime de Havillands, called “Flaming Coffins”, and of the improved Air Mail DH — which still let you down once in awhile. Mail pilots told of forced landings out in the weeds somewhere, and in those days “By Gollies Mister, you fixed the motor yourself!” Then you coached two or three husky bystanders to pull the prop through to get started again. Or picked a savvy looking fellow to mind the throttle while you personally led the self-starting crew.

Mail pilots might carry a cash fund to settle with a farmer on the spot, when you’d landed and gone tail-skidding through his freshly planted field. But sometimes the farmer thought you were a hero and the people he’d get sore at were neighbors and passers-by who came trampling all over his place to see “his” airplane.

Winter landings with the Liberty were something else. You drained 16 gallons of water, and maybe 4 gallons of oil, the minute you set her down, and then hoped you could heat it up again to get started. There were oil stove rigs and canvas tent enclosures to fit around the nose of the ship and one ground crew had their own set-up — a couple of old oil drums in which they boiled water over a raging fire made with discarded auto tire casings. Pipes and hoses led to the DH radiator, and if the damned motor didn’t start then, why the mail just didn’t go through that day.

The story tellers talked of other big engines; of a Liberty “sawed in two” to make a six-cylinder; and of two V-12s “stuck together” for a 24-cylinder X-type. Someone would revive the Wright versus Pratt and Whitney story: the myth that P&W got started only because “the Wright engineers had this 400

horsepower design, see? And Wright wouldn’t build it, being so stuck on the old Whirlwind. And so the engineers just plain walked out and took the prints over to Pratt and Whitney. You mean to set right there and tell me you didn’t know that?”

The 1929 tour planes, Liberty motor and all, were off on schedule despite torrential rains and late arrivals caused by a storm that swept the Atlantic coast.

Fourth in the final score was the Curtiss Condor, a giant, twin-motored biplane patterned after an Army bomber. Spectators marveled at its tremendous ninety foot wings and huge 600 horsepower motors; everyone wanted to ride in the luxurious 18 passenger cabin and tell their friends how quiet it was and how they had read magazines, played cards, strolled up and down the aisle to the rest room aft and the big pilot station forward.

And perhaps, had a passenger kept notes, the tour story would have gone something like this....

“Saturday. We’re here at last, Ford Airport. Took us five long days, count ‘em, five days, trying to get across Pennsylvania mountains from New York in the big storm. Flew high, flew low, tried end run around south through Maryland. No soap. Sat down in Washington, all dressed up and no place to go. Nothing to do but wait, cuss the rain, cuss the government, trade Stock Market Tips, argue new Chevy Six versus Model A Ford, Dempsey versus Tunney, Talkies versus Silents.

“But now, today, Zero Hour, Over the Top, Toronto or Bust, Contact! Bands playing, motors roaring, spectators milling, kids sailing model airplanes, photographers shoving to get one more shot of the girl flyers — ‘sweet lady bird pilots,’ someone calls ‘em. Judges scrambling to weigh in baggage and ballast, pilots hollering at mechanics, mechanics hollering at pilots, things like ‘Try ‘er on



The Condor and Red Jacker's Thrush, left, at Cedar Rapids.

(Charles Scheetz)



Eastern Air Transport Condor, NC185H, over Atlanta.

(NASM)

the left mag again, and back off the goddamn throttle.'

"Passengers crowd into wrong ship, ask dumbbell questions, holler last minute nifties 'See you in the funny papers, Krazy Kat.' Starter waves flag, Condor rolls, one wing tip promptly knocks over some bonehead newsreel man, big sap cranking away right in the middle of the apron. Nobody hurt, we lurch around and start over, we're on our way. Quick stop in Windsor then on to Toronto. Condor purrs along like Twentieth Century Limited.

"Long day Sunday so it's up with the chickens. Someone says only two kinds of people ever see the sunrise; farmers up early, lovers up late.

"Big crowds hopeless traffic Montreal. Took us four hours to drive from airport to downtown, main drag. Thought we'd never put on the feedbag. Just thank the good Lord you can buy a real drink of nonpoisonous whiskey in Canada."

"Blue Monday, all hands hung over from night before. A real lulu is what I mean. Late start, then Condor zooms up and over White Mountains and Maine woods like homesick angel. Trees all decked out for fall; deep yellow, burnt orange, light red, dark red, bright gold. Gorgeous, unbelievable, boy we sure got a kick out of that. But then damp what I mean all wet at Portland. Rain, fog, customs revenuers shaking down planes, pilots, passengers for Canadian booze. And more rain at Springfield Mass. But swell evening at Kimball Hotel, orchestra chorus doing 'Lilac Time,' 'Button Up Your Overcoat,' 'Singin' In the Rain.'

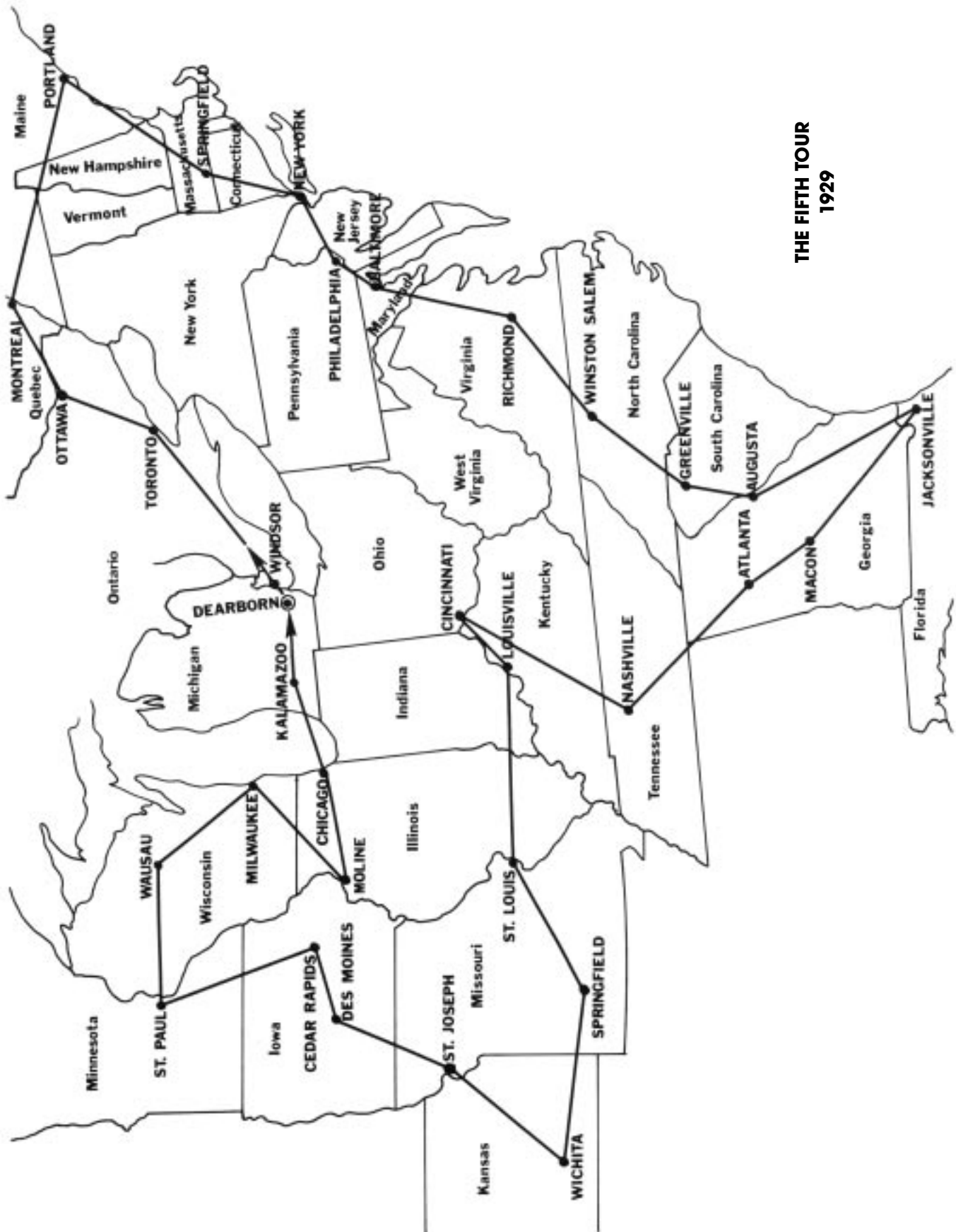
"Big race on to New York. Pilots all dive on finish line at Roosevelt Field, timers and judges run back and forth, wave flags, wave papers, holler names and numbers. Planes zoom on around field, rocking

wings, doing vertical banks, one even does a loop.

"Wednesday, scrapple breakfast at Philly, fried oysters at Baltimore, ham dinner at Richmond. Next day, Winston Salem, Condor's left motor goes haywire. Mechs doubtful on quick fix so we passengers take motorbus, plan to get on to next stop and hitch a ride in one of the Fords. So late afternoon we bounce off into the sticks and then middle of the night way out in the weeds some wide spot in the road called Wintersham, the bus breaks an axle. Driver finds telephone, tries call for help, can't get Central. We stand around, shiver, cuss Central, cuss bus, and cuss flying machines. Then sure enough comes a big roar overhead and someone asks 'Hoo dat?' and someone else chirps 'You'd be surprised!' Somebody else says it's the Condor; right on course for Greenville and another wag asks 'Why bring that up?'

"We're caught up, back in the Condor again for the rain and wind on south to Jacksonville. They've had awful floods; rivers all over banks, dirty mean brown water for miles and miles far as you can see. People stranded, perched with chickens, hogs, and cattle, on top roofs, on logs, on little islands. We fly low under soup, no place to go if motors conk out. But better up here than down there.

"Heading north again Saturday, big mess at Atlanta. Advance plane broke down, did not get through from Macon, nobody telephoned, whole dam' fleet forty airplanes swooping down on airport an hour before local people looking for them. Confusion reigns downtown too, hotels all jammed and running over with football fans here for Georgia - Yale game today, at Athens. Score is Georgia fifteen, Yale zero, and wouldn't that slay you. People all lurching, whooping, laughing, crying,



**THE FIFTH TOUR  
1929**

<b>ITINERARY 1929</b>		
<b>Date</b>	<b>City and Airport Name</b>	<b>Miles</b>
Saturday, October 5	Dearborn, Ford Windsor, Walkerville Air Harbour Toronto, Leaside	15 207
October 6	Ottawa; Flying Club, Bowersville Road Montreal, St. Huberts	228 112
October 7	Portland, Municipal Springfield, Dunn	206 152
October 8	New York City, Roosevelt Philadelphia; Central, Camden, N.J.	112 96
October 9	Baltimore, Logan Richmond, Byrd	90 128
October-10	Winston-Salem, Municipal Greenville, City	183 152
October-11	Augusta, Daniel Jacksonville, Municipal	100 210
October-12	Macon, Miller Atlanta, Candler	200 72
October-14	Nashville; Sky Harbor, Murfreesboro Cincinnati, Lunken	191 246
October-15	Louisville, Bowman St. Louis, Lambert	87 261
October-16	Springfield, Municipal Wichita, Municipal	183 215
October-17	St. Joseph, Rosecrans Des Moines, Municipal Aviation Park	192 145
October-18	Cedar Rapids, Municipal St. Paul, Holman	99 219
October-19	Wausau, Alexander Milwaukee, County	171 160
October-20	Moline, Campbell Chicago; Curtiss, Glenview	174 149
Monday, October-21	Kalamazoo, Municipal Dearborn, Ford	142 120
		<u>Total 5,017</u>

drowning sorrows. And how.

“We sat down at new airport for Nashville, with swimming pool, golf links, Spanish club house crawling with gorgeous Southern belles gathered for lunch with us. Long wait for lunch, long wait for gasoline, then trucks fill wrong planes first, backward from takeoff schedule, pilots all rant and rave, threaten lynch referee. Then long three hours bucking headwind to Cincinnati. Caught forty winks, read *Literary Digest*, went up front and watched pilots. Saw highway billboard go by below, pilot says new kind built on slant for people to read from airplanes. Keen idea. Like big signs you see now painted on roofs of movie houses, ‘Talking Pictures Quiet Please.’

“Better weather further west through Kansas. The two Waco guys, Livingston and Davis, still way ahead in points. Real hard-work early-to-bed go-getters. Never see ’em making whoopee at the parties. But we’ve lost four other ships, two out with motor trouble, one where the Fairchild guy got too low and creamed his on a hillside, and poor Fran Harrell, out of gas and curdled her little chariot right at Lunken Airport.

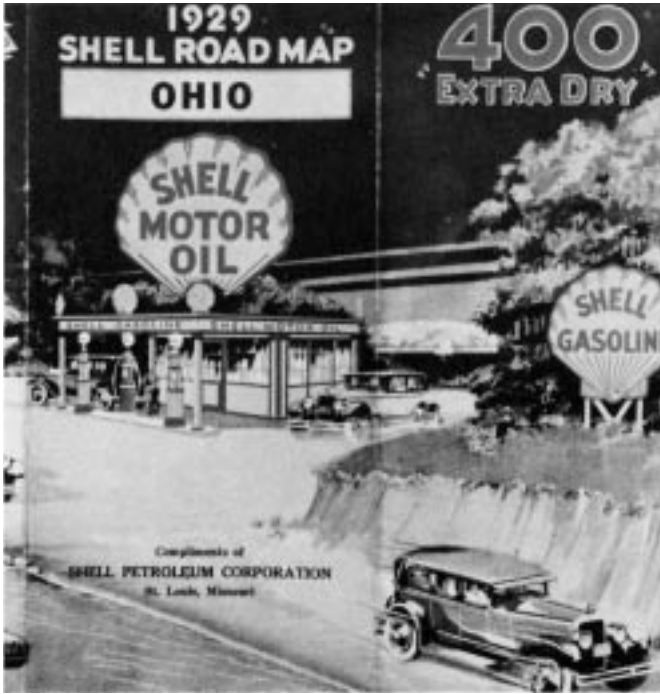
“Another big Saturday night in Milwaukee, another big air show at the new Glenview field at Chicago. Seven chute jumpers bailed out of one Ford Tri-Motor, all at once shooting out the cabin door like Men from Mars.

“Home stretch, Waco wins again, same as last year. Big banquet back in Dearborn and big doings at Ford Museum too; fifty-year anniversary of electric light. Thomas Edison there, Henry Ford, even President Hoover.

“Morning after, still raining cats and dogs and hammer handles. Everybody standing around waiting for soup to lift, saying ‘somebody sure put a freeze on this weather, and ain’t it a pain in the neck I’ll tell the world, and when are we gonna make tracks and shake a leg and make our getaway. And did you hear it snowed once already back in little old New York?’

“And don’t forget to drop a line, and give me a bell if you’re in town and it’s just been a real scream now hasn’t it, and I’m telling you it sure has, and see you next year. And ta-ta and toodle-oo and that’s thirty for tonight, folks.”





Souvenir....1929 road map carried in the Condor. (R. E. Johnson)



The 1929 tour flyers enjoyed this Florida scenery. (The Piper Cub seaplane came later.) (NASM)

Central Airport at Camden, New Jersey, just across the Delaware from Philadelphia, was newly completed in time for the 1929 tour.

(J. Victor Dallin)





George Chapline running up the Wright Aero Ford, at Cedar Rapids. Note long exhaust pipes; big landing lights on belly. Billboard in background advertises "Russell's Ice Cream."  
(Charles Scheetz)



Ford NC8485, carrying #16 in tour. The extra "4" on rudder may have been for a Michigan state tour, or other similar event.  
(Ford/Hudek)



Ford #17, flown by Byron Warner.  
(S. J. Hudek)

Four entrants which were announced, but did not compete....



Proposed contestants, No-Shows at post time, included The Alexander Bullet.

(Alexander Film Company)



Pitcairn Autogiro, X760W, over Manhattan.

(NASM)



The Corman Tri-Motor, named for E. L. Cord and L. B. Manning, and forerunner of the Stinson Tri-Motor.

(S. J. Hudek)



The Consolidated Fleetster. NC731 N, is seen at Oakland, California Airport in the late thirties.

(Mrs. Carl Bigelow)





Pratt and Whitney's tour ship was civilian model of standard military Corsair. This handsome Hornet powered civilian V-50 came later.

(United Aircraft Corporation)



Early British de Havilland Gipsy Moth, forerunner of American model built under license in Lowell, Massachusetts factory.

(Flight International)



Gipsy Moth NC298M was like those flown in tour. Picture shows center-section fuel tank, wooden interplane struts, long exhaust pipe and typical DH rudder.

(Earl F. Nelson)

The Columbia Triad with its integral center float. Wingtip floats may have been added later.

(NASM)





Pop Cleveland's Travel Air, carrying placard, "1930 National Air Races, Chicago, Official Plane."

(NASM)



Mary Haizlip over Kansas City in American Eagle. This longnosed ship was familiarly known as the "Anteater" model, or, "Anteater Eagle."

(S. J. Hudek)

The Wallace Touroplane. Pilot seated inside may be Don Mathors.

(S. J. Hudek)





Newman Wadlow's Travel Air B6000

(Truman Wadlow)

This handsome Great Lakes was like those flown in 1929 tour.

(NASM)





**Bob Johnson, left, and Carl Schory**

(L. S. Smalley)



**John A. Macready, left, and Wendell Brookley, at McCook Field.**

(Mrs. James C. Liston)



**Red Jackson, left, and George Chapline**

(Russell Thaw)



**Forest O'Brine**

(University of California)



**William N. Lancaster**

(Flight International)



**This typical Challenger Robin, NC998K, publicized Hotel New Yorker with picture on side and slogan, "New York's Largest and Tallest Hotel."**

(S. J. Huciek)



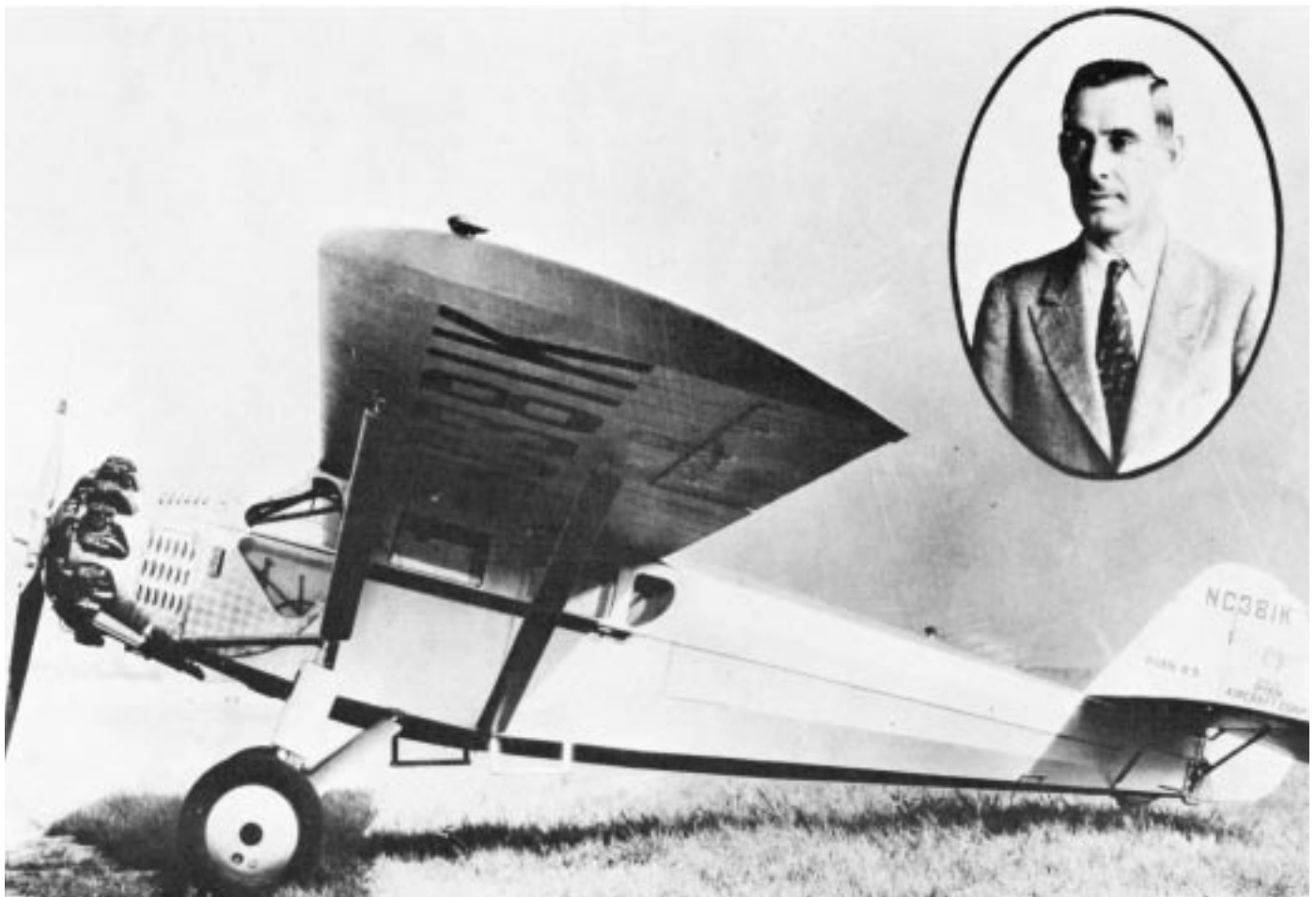
From left, Curtiss Condor mechanic Frank Lakowitz, C. O. Bedford, pilots Karl Voelter and Bill Crosswell.

(Karl E. Voelter)



Another Challenger Robin, X6831, operated by the Curtiss Flying Service.

(NASM)



Russell A. Young and Ryan B-5. Proper name for this model was "Detroit Ryan," The Detroit Aircraft Corporation having bought the company from the St. Louis group which had bought it from Ben Mahoney — who had bought it from the founder, T. Claude Ryan.

(United Press International)



The Firestone Ford

(Firestone Tire & Rubber Company)



Fokker Super Universal, NC-341-N at Alameda, California, was similar to Goodyear ship which accompanied tour; has big doughnut tires sold and publicized by Goodyear as "Airwheels." (Mrs. Carl Bigelow)

CAPTAIN RAY COLLINS  
TOUR MANAGER

CAPTAIN FRANK HAWKS  
REFUSED

## NATIONAL AIR TOUR

for  
EDSEL B. FORD TROPHY  
1929 November 6th, 1929

**Tour Committee**

Wm. E. Mayo, Chairman  
Chief Engineer  
Ford Motor Company

EDWARD W. LEWIS, Vice-Chairman  
President  
Industrial Metals Plus Bank

FRANK W. BROWN  
President  
Union Trust Company

CHARLES T. BORG  
Vice-President  
Chas. A. Metzger Co.

THOMAS E. CULPEY  
Manager Aviation Department  
Bessy Brothers

NEWMAN B. COLEMAN  
District Administrator  
U. S. Weather Bureau

EDWARD D. DOUGLAS  
President  
First National Bank

E. S. EVANS  
President  
Evans Auto Lending Company

HARRY R. GRAHAM  
Capitalist

MASS V. JONES  
President  
Continental Motor Co.

CHAS. H. KELLER  
President  
Keller Tractor Co.

W. W. F. LOVINGSTONE  
President  
Edna Savings Bank

W. E. METZGER  
Capitalist

CHARLES S. MONT  
Vice-President  
General Motors Corp.

Wm. F. V. NEWMAN  
President  
Wm. F. V. Newman & Son

WALTER PACKARD  
Capitalist

CAPT. EDWARD V. REEBRACKER  
Asst. General Sales Manager  
Cadillac Motor Car Co.

J. M. ROBERTSON  
President  
Detroit & Cleveland Navigation Co.

NEWTON BELMONT  
President  
G. & S. Boring Co.

**Rules Committee**

CAPT. L. M. WOODRUP  
Aeronautical & Research Engineer  
Packard Motor Car Company

FRED VERRILL  
President  
Verrill Aircraft Co.

CAPTAIN FRANK HAWKS  
Aviation Technical Advisor  
The Times Company

ROBERT E. LEES  
Sales Manager  
Advance Aircraft Company

**Official Starter**

EDWARD F. AYER  
President  
Ayer, Incorporated

Mr. Neumann Wadlow,  
c/o Travel Air Manufacturing Co.,  
Wichita, Kansas

Dear Wadlow:-

May I take this opportunity to express my appreciation for your participation in this year's Tour, and want to assure you that it was my whole pleasure to have so fine a pilot as yourself with us.

I am enclosing a condensed data sheets showing the actual performance of each ship on the tour, and know that you will find this interesting.

We are just getting things cleaned up here, and plan to hold a Rules Meeting within the next two weeks. It is hoped that the Rules for the 1930 event will be so different that a ship of your type will have a better chance of winning the trophy.

Please don't fail to look me up when next you are in Detroit, and with kindest personal regards, I am

Yours most cordially,

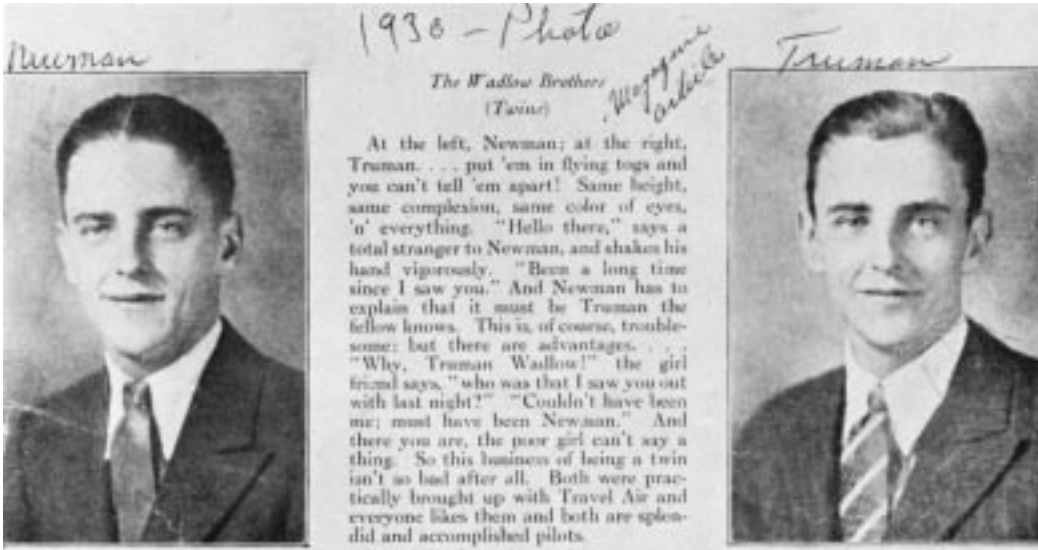
NATIONAL AIR TOUR OF 1929:-  
*Ray Collins*

P.S. - Louis Firant joins me in wishing you a most successful year.

Address all communications to AVIATION DEPARTMENT, UNION TRUST COMPANY, DETROIT, MICHIGAN

Letter from Ray Collins to Newman Wadlow. Note unusual salutation, "Dear Wadlow," and also three names on Tour Committee: Graham, Metzger and Packard, designated simply as "Capitalist."

(Newman Wadlow)



The Wadlow Twins

(Truman Wadlow)



Curtiss Thush 9787, probably the ship flown by Leroy McGrady in the tour, possibly McGrady seated at controls. (NASM)



Frances Harrell (later Frances Marsalis) left, and Louise Thaden. (S. J. Hudek)



Thrush 7568, #23 in tour, used later as CBS Radio mobile broadcasting station and in various endurance records by Louise Thaden, Helen Richey and Frances Harrell Marsalis. The small fins seen at inboard end of ailerons were probably added as guards against refueling lines fouling ailerons. (S. J. Hudek)



Fairchild NC9708 was similar to Dick Pears' tour ship.  
(Fairchild Aviation Corporation)



Jessie Miller, with Carl Reed, (left) and Sherman Fairchild.  
(Fairchild Hiller Corporation/Theron K. Rinehart)



Immediate predecessor of the Fairchild 71 was the model FC-2W2. This one is NC7034, owned by Vico Oil Company of Salt Lake City. Pilot Ralph Sharpneck is running up, blowing dust clear across the Spokane Airport.  
(A. W. Walker)

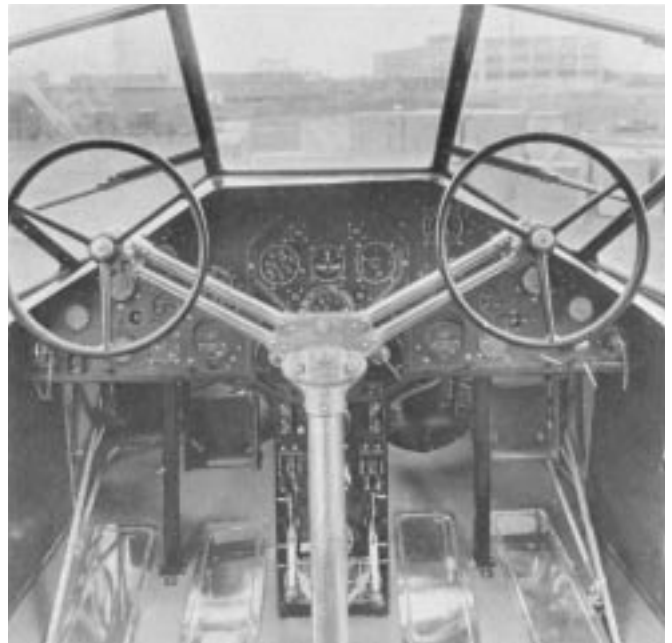


Fairchild called these three 1929 tour planes their "White Fleet." From left, Robert C. Reakirt, Jessie Keith Miller, D. Morgan Hackman.  
(Fairchild Republic Division)





Another FC-2W2 of Bell Telephone Laboratories, over Roosevelt Field.  
(Fairchild Aviation Corporation)



Curtiss Condor cockpit featured simple instrument layout and big windows.

(NASM)



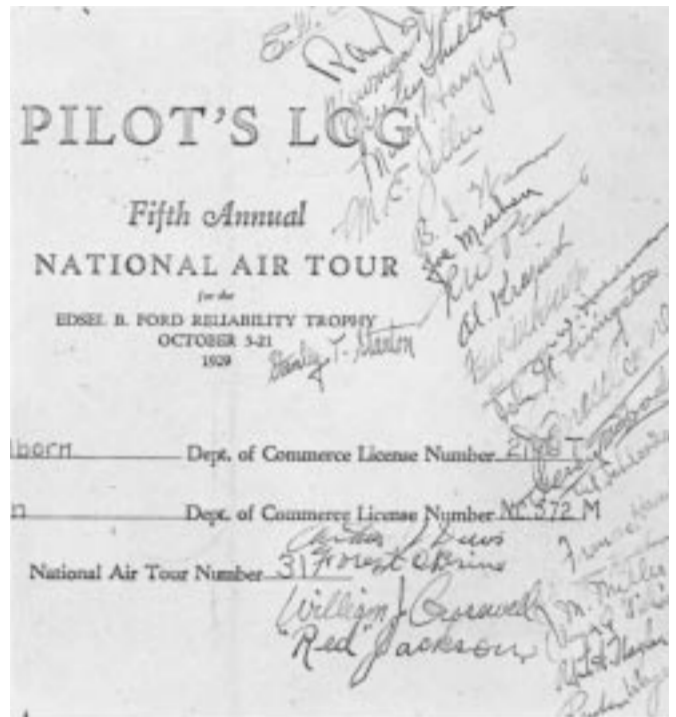
Condor bombers from Rockwell Field, San Diego, roar through Yosemite Valley, Yosemite Park, California, 1932.

(NASM)



Bill Welborn's FAI License.

(J. W. Welborn)



Souvenir....Bill Welborn's Pilot Log, autographed by fellow tour pilots.

(J. W. Welborn)



Typical Spartan C-3, NC704N, in factory showroom at Tulsa. Welborn's tour ship, C572M, had special paint job, with maroon fuselage and orange wings. (NASM)



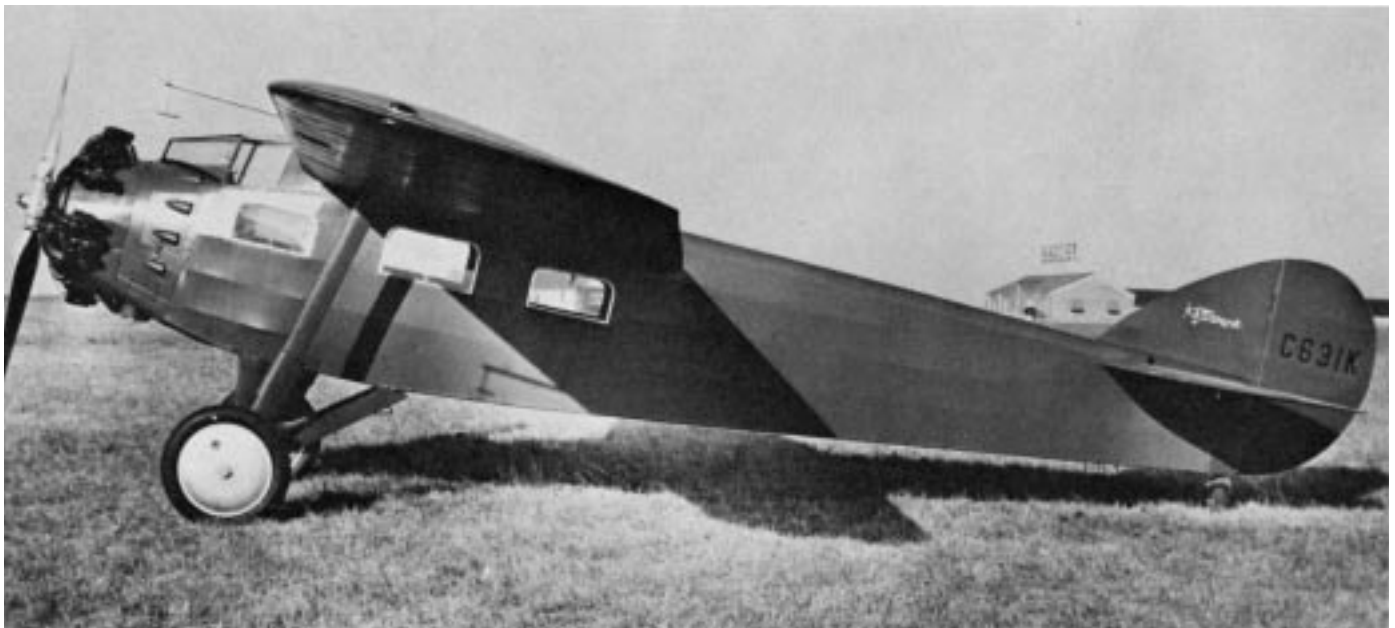
Stanley T. Stanton and Cessna DC6-B

(Cessna Aircraft Company)



Earl Rowland in Cessna C7107.

(Cessna Aircraft Company)



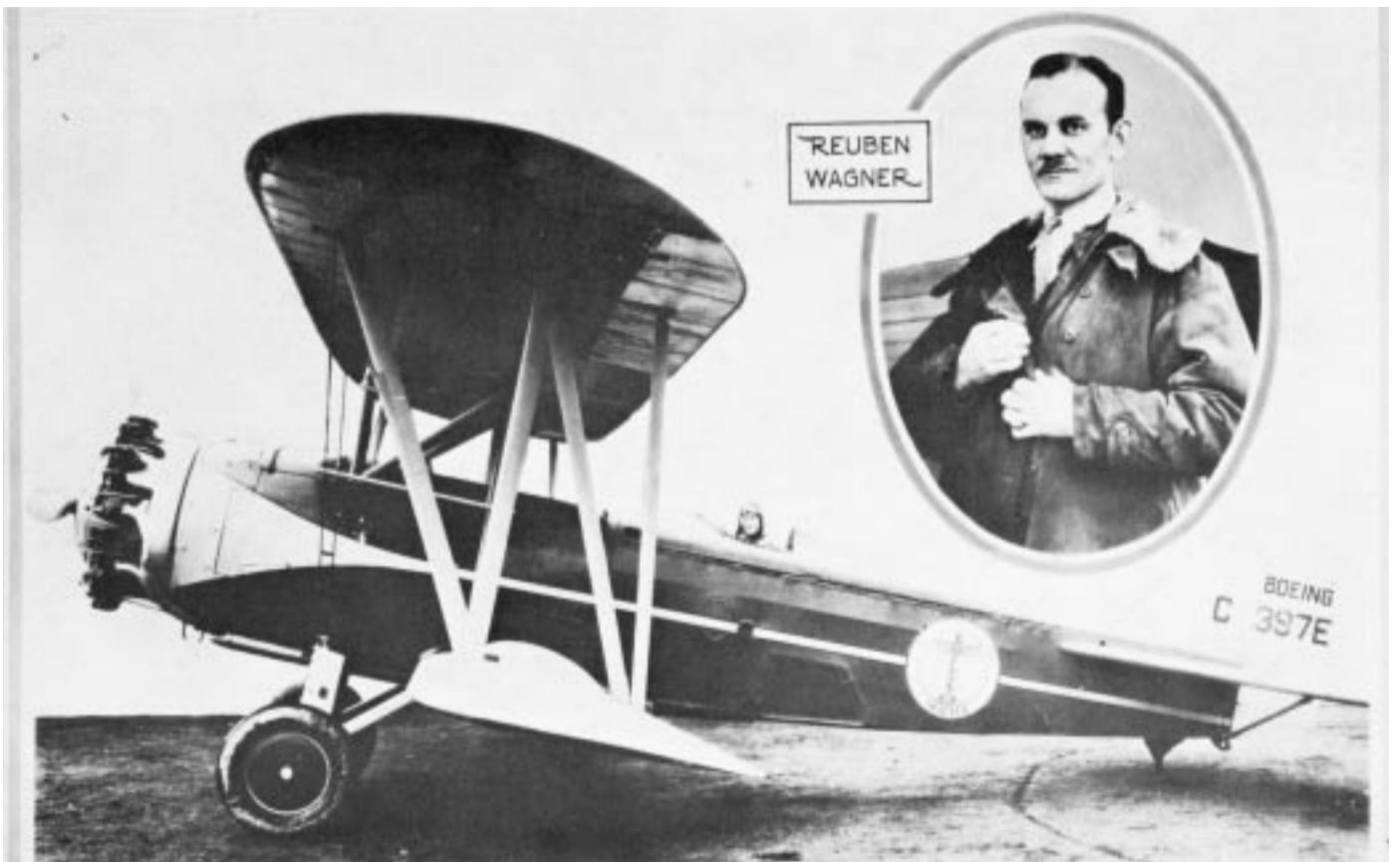
Cessna DC6B similar to those flown in tour by Stanton and Lacey.

(Cessna Aircraft Company)



Al Krapish and fellow workers at Sikorsky pose with the S-29, in 1924. From left, Michael E. Gluhareff, Krapish, Igor I. Sikorsky, Dmitry D. Viner, Serge E. Gluhareff, Nicholas Solovioff. The dog is a Fox Terrier, name unknown.

(Igor I. Sikorsky)



Rube Wagner and Boeing 95 similar to his tour ship. Factory pilot Erik Nelson in cockpit.

(R. L. Wagner)



**Byron S. Warner**  
(L. Stephan)



**Roger Q. Williams, left, and  
Lewis A. Vancey**  
(The National Archives)



**Joe Meehan**  
(UPI Photo)



**Steve Lacey**  
(Cessna Aircraft Company)



**John H. Livingston**  
(J. H. Livingston)



**Arthur J. Davis, with his son**  
(Arthur J. Davis)



**Bellanca freighter NC257M, flown in 1929 and 1930 tours.**

(S. J. Hudek)



Wiley Post and the *Winnie Mae*.

(S. J. Hudek)



Ray Collins wishes Frank Hawks a good trip, in 1929 Pathfinder Lockheed. At least nine Fords can be seen in background.

(S. J. Hudek)



Lee Schoenhair and Lockheed *Miss Silvertown*

(S. J. Hudek)



**Bob Nagle**  
(University of California)



**Bernard L. Whelan**  
(United Aircraft Corporation)



**Gentry Shelton** inscribed his picture to **George Herwig**, night watchman at Lambert Field.  
(H. M. Lohrman)



**Mary (May) Haizlip**  
(NASM)

**J. Carroll Cone and Command-Aire at the factory in Little Rock.**

(S. J. Hudek)



**OFFICIAL RESULTS: FIFTH NATIONAL AIR TOUR, FOR THE EDESEL B. FORD TROPHY**  
**October 5 - October 21, 1929**  
**(Contestants listed in order of final standing.)**

PILOT	RANK	REG. NO.	AIRPLANE TYPE and ATC	ENGINE TYPE		WEIGHTS			SECONDS		MAX <sup>1</sup> SPEED	AVG. SPD	FIGURE OF MERIT	FINAL SCORE	AWARD	PASSENGERS
				DISPL.	H.P.	EMPTY WT.	LOAD	GRSS WT.	STK	USTK						
John H. Livingston	26	NC604N	Waco CSO 240	Wright J6-7 756	225	1628	972	2,600	3.4	4.4	135.44	130.9	1427.27	\$2,500	Robert Wiflett	
Arthur J. Davis	8	NC517M	Waco CSO 240	Wright J6-7 756	225	1628	972	2,600	3.8	4.7	132.59	128.1	1291.43	2,000	James Blankenship, mechanic	
Myron E. Zeller	16	NC8485	Ford Tri-Motor 7-AT 246	(1) Wasp C (2) Wright J69 3294	1020	7,221	5,689	12,910	7.4	10.5	134.08	121.2	1223.06	1,750	Chic Barsik	
Wm. J. Crosswell and Karl E. Voelker "assistant pilot"	29	NC984H	Curtiss Condor CO 18 193	(2) Curtiss Conquero 3138	1200	11,352	4,948	16,300	11.5	12.0	132.49	83.0	1176.91	1,500	R.E. Johnson, Frank Lakowitz*, Ralph Cram	
Geo. W. Haldeman	5	C257M	Bellanca PM300 245	Wright J6-9 975	300	2,290	2,310	4,600	9.1	11.5	141.56	132.4	1044.85	1,250	F. M. King, Henry Haute, Mechanic	
Robt. A. Nagle	6	u	Bellanca CH300 129	Wright J6-9 975	300	2,278	1,797	4,075	6.5	9.7	143.71	125.0	1022.64	1,000	William McCurdy, mechanic	
Maj. J. Carroll Cone	9	C949E	Command-Aire 5C3 184	Curtiss Challenger 603	170	1,482	878	2,360	5.8	6.4	120.76	116.0	945.31	750	Roy Harshbarger	
Mrs. Jessie Keith Miller	20	C289K (?)	Fairchild KR-34C (C4C) 162	Wright J6-5 540	165	1,457	885	2,342	4.9	8.3	121.25	109.9	924.29	500		
J. William Welborn	31	C572M	Spartan C-3 195	Wright J6-5 540	165	1,617	968	2,585	5.5	7.9	118.96	54.1	1001.17	400		
Byron S. Warner	17	NC405H	Ford Tri-Motor 5-AT-C 165	(3) Wasp SC 4032	1350	7,500	6,000	13,500	10.2	10.6	125.13	119.4	889.55	300		
Stanley T. Stanton	34	C632K	Cessna DC6-B 244	Wright J6-5 756	225	1,871	1,229	3,100	7.1	9.7	145.51	131.7	892.70	200	Mrs. Billy Stanton	
Dale G. Jackson	23	NC7568	Curtiss Thrush J 236	Wright J6-5 756	225	2,260	1,540	3,800	7.2	9.8	113.88	114.6	865.60	200 +100	Paul Handlover (Summerill Tubing prize perfect score.)	
Joseph A. Meehan (Earl Rowland) (Harry Pointexter)	33	C7107	Cessna AW 72	Warner Scarab 422	110	1,225	1,035	2,260	5.0	12.6	131.48	44.4	1067.75	200	Ed Meecham	
A. J. Lacey	35	u	Cessna DC6-A 243	Wright J6-9 975	300	1,932	1,248	3,180	8.3	7.0	152.15	136.2	873.94	200	Lila Miller. (part way)	
Richard W. Pears	40	142H	Fairchild 71 89	P&W Wasp C 1344	420	2,930	2,570	5,500	6.9	13.7	130.06	120.4	725.08	200	Wm. Stockert, Frank Tye, Paul Fields, A.H.Woodruff	
Charles W. Meyers	1	702K	Great Lakes 2T1A 228	Amer. Cirrus 310	85	1,002	578	1,580	7.7	10.3	110.29	97.7	726.59	200	Frank H. Clewers	
Wiley Post	32	NC336H	Lockheed Vega 5 93	P&W Wasp C 1344	420	2,490	1,775	4,265	11.0	10.4	160.35	145.4	665.93	200	O.Y. Fetterman (mechanic), Fove Shumaker	
J.L. McGrady	28	9787	Curtiss Thrush J 236	Wright J6-7 756	225	2,260	1,540	3,800	11.6	10.8	120.32	53.9	738.16	200	A.J. McFadden (mechanic), Wm. Eddy	

\*See page 111 for additional passengers.



**OFFICIAL RESULTS: FIFTH NATIONAL AIR TOUR, FOR THE EDSEL B. FORD TROPHY (Cont.)**

PILOT	% ON OL	REG. NO.	AIRPLANE TYPE and ATC	ENGINE TYPE		WEIGHTS		SECONDS			MAX. <sup>1</sup> SPEED	AVG. SPD	FIGURE OF MERIT	FINAL SCORE	AWARD	PASSENGERS
				DISPL.	H.P.	EM'ITY WT.	LOAD	GR'SS WT.	ST'K	UST'K						
Russell A. Young	21	NC381K	Ryan B-5 142	Wright J6-9 975 300		2,251	1,749	4,000	10.7	11.1	126.80	59.6	691.31	19,929.49	200	M.T. Rosenbaum (mechanic), C.H. Griffin
Alexander P. Krapish	3	NC9731	Am. Gipsy Moth DH60GM 197	Gipsy L320 318 90		1,027	623	1,650	14.7	7.7	107.88	64.9	712.98	19,916.63	200	Leo Trombley, mechanic
Rueben L. Wagner	14	C417E	Boeing 95 106	P&W Hornet 1690 525		3,196	2,644	5,840	14.0	10.4	135.59	129.0	609.61	19,303.27	200	Robert Webb, mechanic
Gentry W. Shelton, Jr.	24	u	Curtiss Robin C-1 143	Curtiss Challenger 603 170		1,638	962	2,600	8.2	9.3	100.30	108.0	597.09	18,967.99	200	Stanley Hedberg, Frank McKay, tour service manager
Mrs. James (May) Haizlip	18	C506H	Am. Eagle A-129 124	Kinner K5 372 90		1,220	800	2,020	10.4	11.0	90.14	76.5	598.26	17,408.80	200	
Newman Wadlow	4	C385M	Travel Air B6000 130	Wright J6-9 975 300		2,827	1,488	4,315	12.1	11.3	125.78	100.1	553.18	14,740.77	200	Ralph Nordberg, K.R. Hughes (mechanic)
Wm. N. Lancaster	2	u	Great Lakes 2T1A 228	Amer. Cirrus 310 85		1,002	578	1,580	7.2	13.4	92.95	38.1	509.74	13,709.60	200	
Forest O'Brine	25	u	Curtiss Robin J-1 220	Wright J6-5 540 165					u				643.2	Out at Wichita	200	P. V. Chaffee
D. Morgan Hackman	41	u	Fairchild KR34C (C4C) 162	Wright J6-5 540 165					u				1441.7	Out at Springfld	200	crashed near Fredonia, KS
Frances Harrell	19	NC235K	Am. Gipsy Moth DH60GM 197	Gipsy L320 318 90					u				575.6	Out at Cincinnati	200	
Don Mathors	10	276K	Wallace Touro- plane B 119	Kinner B5 441 125					u				639.9	Out at Baltimore	200	E.M. Southwood, mechanic

NOTES:

<sup>1</sup> Maximum speed was established in pre-tour trials. Tour score was based on maintaining 85% of this figure. Average speed was ground speed actually made good; usually higher than 85%, as pilot tried for safe margin to insure perfect score.  
\*Other passengers, Tour #29, Frank Chaffee, C.O. Bedford, Adam Long, Chas. Parker, Winslow Walker.

**OTHER ACCOMPANYING AIRPLANES**

PILOT	REG. NO.	AIRPLANE TYPE	PURPOSE	PASSENGERS
Frank M. Hawks	NR7955	Lockheed Air Express 3 P&W Wasp	Advance Pathfinder and Official Advance Tour Plane. The Texas Co.	P.J. Clausen
Lt. Wendell Brookley	u	Douglas O-2 Liberty 12	Official Tour Plane, Army Air Corps, Wright Field	Tour Manager, Ray Collins
Robert F. Reakirt	NC221M	Fairchild KR34C (C4C) Wr. J6-5	Advance Press Plane, Fairchild Airplane Mfg. Co.	R.R. Blythe
George F. Chapline	NX7864	Ford Tri-Motor 4-AT-E (3) Wr. J6-9	Press, and Wright Aero. Corp. service plane.	R.F. White, Verne Ashe, Sven Carlson (crew)
Bernard L. Whelan	X7014	Vought Corsair Wasp P&W	Service plane, Pratt & Whitney Aircraft Co.	Al Valliere

**OTHER ACCOMPANYING AIRPLACES (Cont.)**

PILOT	REG. NO.	AIRPLANE TYPE	PURPOSE	PASSENGERS
E.W. Cleveland	NC9965	Travel Air B6000 Wr. J6-9	Official Tour Airplane, Cleveland Aerial Co.	Arthur G. Schlosser, E.P. Crocker
Lee F. Schoenhair	NC308H	Lockheed Vega 5A P&W Wasp	Official Tour Airplane Goodrich Rubber Co. service plane	Les Rodda
Rodney Lamont	NC9676	Ford Tri-Motor 5-AT-B (3) P&W Wasp	Official Weather plane and (RCA) Radio Communications, Standard Oil Co of Indiana.	James Phelps, Morris Markey, (crew). C.G. Andrus, D.B.Peyton, R.F. McConnell, Robert Moffett.
Lester W. Bryant	NC9614	Ford Tri-Motor 4-AT-E (3) Wr. J6-9	Press plane, Firestone Tire & Rubber Co. service plane.	Wm. M. McConnell, Tony Wallach, E.J. Quigley, (crew).
Frank Byerly	NC32M	Lockheed Vega 5 Special P&W Wasp	Detroit News Co.	James V. Piersol
Roger Q. Williams	X307E	Columbia Triad Wr. J-5	Columbial Aircraft Co.	T. Burgess, I. Friend
Howard Ailor	u	Waco (u)	Waco Service ship.	
R.F. Nicholson	NC711M	Curtiss Robin C-1 Curtiss Challenger	Vacuum Oil Co.	H.W. Luke, C.W. Snow
u	NC9792	Fokker Super Universal P&W Wasp	Goodyear Rubber Co. service plane.	
Ralph T. Wickford	NC7865	Ford Tri-Motor 4-AT-B (3) Wr. J-5	Accompanying, Springfield - New York Curtiss Flying Service	Ray Gilbert, George F. Barry, (crew). Ciara Trenkman, Charles S. Jones
George Wiles	NC6433	Stearman C3B Wr. J5	Accompanying, Springfield - New York Pioneer Instrument Co.	James Peace
Leigh Wade	u	Consolidated Fleetster 17 P&W Hornet	Accompanying, Springfield - New York Consolidated Aircraft Corporation.	

Passengers, various airplanes: Louis Fische, Frank McKay, Stuart F. Auer, Carl F. Schory and Mrs. Schory, William R. Enyart, Howard Wehrle, Harry H. Knepper, Raffe Emerson, Charles Reden, Harry Slater, James Houlihouff, Porter Adams, Lee Warrender and Mrs. Warrender, Jack Eisenman.  
Newspaper people included: Donald Glascoff, H.H. Metz, M.E. Wishart, C. McLearn, W.S. Wilson, John T. Nevill, Robert Ross, E.A. McDonald, Ralph W. Cram, L.K. Lyman, Leo Kiemann, Sherma B. Allick, Todd Wright, C.B. Allen, Frank Walton.