

Chapter IV

Way Out West

The 1928 Air Tour was the longest one yet, way out west to California and Oregon and Washington. And while many pilots had barnstormed their way to California or delivered airplanes out there, most Easterners still thought of the Oregon Country as a remote territory settled by hardy pioneers who all crossed the plains in Covered Wagons and who still kept their buffalo guns handy for Indian uprisings. Washington State too, was another far off wilderness, a jumping off place for trappers and miners outfitting for Alaska and the Yukon.

The old Post Office DHs had crossed the continent day and night since 1920, and two trimotors had crossed from Michigan to California in 1927: the Continental Motors Company Fokker and the first Ford delivered to Maddux Air Lines. But regular passenger service was something else; there were still experts who had their doubts about carrying people across the Alleghenies, let alone the Rockies.

And the airline companies soliciting passenger business did hedge their bets by contracting with railroad lines, to offer round-trip excursions, "Go By Train, Return by Plane," and also to speed their customer on his way in bad weather and darkness, secure in a Pullman berth. Universal Airlines announced joint service with the Illinois Central, while Northwest Airways teamed up with the Great Northern and the Chicago, Milwaukee, St. Paul and Pacific. The new "Lindbergh Line," Transcontinental Air Transport, announced a plane-train arrangement with the Pennsylvania and the Santa Fe Railroads. The *TAT* passenger rode the plane for two days, the train for two nights; crossed from New York to Los Angeles in 48 hours. This short-lived plan elicited at least one suitable epitaph from an exhausted patron, who was trying to figure out what time it was and whether his baggage had been lost at Waynoka, Oklahoma or Clovis, New Mexico. "The best I can say for this," he observed, "is that it's no fly by night proposition."

Another air-rail combination to speed mail delivery was demonstrated by two Army aviators in

a blimp, who flew low over a slow moving passenger train and passed a mail sack to the clerk in the baggage car. Meanwhile Naval aviators went to sea in the huge new carriers *Lexington* and *Saratoga*, launched and landed their airplanes, flew the dirigible *Los Angeles* from a mooring mast jury rigged on a ship's deck.

Ocean flyers made new headlines. America's own Colonel Lindbergh made a Goodwill Flight around Latin America and "Lady Lindy" Amelia Earhart was a transatlantic aerial passenger. Australia's Kingsford-Smith, with a fellow countryman and two Americans, crossed the Pacific to Australia; and two Italians, del Prete and Ferrarin, crossed the Atlantic from Rome to Brazil. Thirty German crewmen flew the dirigible *Graf Zeppelin* from Friedrichshafen to Lakehurst, New Jersey and back again, carrying thirty passengers of various nationalities.

Two Germans and an Irishman flew the Junkers *Bremen* westbound across the Atlantic, came down near a lighthouse in Newfoundland and were promptly "rescued," in a series of quite unnecessary and highly publicized "mercy" flights, by various Canadian and American pilots. The final headline in the *Bremen* nonsense came when Fred Melchior, a Swede, Junkers' man at New York and incidentally a pilot in the 1925 air tour, tried to fly the plane out again. Melchior flew to the site with an Army Air Corps party that went forth in two Loening amphibians and was led by General James Fechet. They were unable to land in the rough ice where the *Bremen* was down and so Melchior bailed out and sailed down by parachute to join the salvage party. But in trying to take off he smashed up the jinxed Junkers all over again and it was brought out finally, on a barge.

Other record flights were more significant for plain ordinary aviators and for air tour planners; those made by British flyers who crossed continents and oceans in tiny 80 horsepower trainers. Bert Hinkler flew an Avro Avian from London to Darwin, 12,000 miles in a record 15½ days and

another Avian carried a pilot and lady passenger from London to Sydney. Lady Mary Bailey flew a Moth 8,000 miles, London to Capetown, and Lady Mary Heath flew from Capetown back to London. And thus if it were true, that “the sun never sets on the British Empire,” it also seemed true that the sun never set without some doughty Englishman setting out halfway around the world in a boxy looking, four-cylinder putt-putt hardly big enough to cross the English Channel, let alone the Mediterranean or the Java Sea.

And so the 1928 air tour flyers need not think of themselves as heroes, setting out for California. It was just a fine chance to see the country, for many their first look at cowboys and Indians and desert cactus, orange groves, real live movie stars and other splendors they’d never heard of: Mt. Shasta, and Mt. Hood, the Blackfoot River and The Danes of the Mighty Columbia.

Saturday, June 30, was “Air Olympics Day” at Ford Airport: an air show by Army ships, a model airplane contest and the 22nd Annual James Gordon Bennett Balloon Race. There were twelve balloons with all their paraphernalia spread over one end of the field. Three were American entries, three were German, two French, and one each, from Denmark, Argentina, Belgium and Switzerland. And as soon as the air tour planes were out of the way they’d all be off and riding the wind to somewhere else.

Phoebe Omlie was first to take off, as befitted the first lady pilot in any air tour, and at nine o’clock her Monocoupe went pop-pop-popping bravely away into the cloudy sky, toward Indianapolis, and Marfa, Texas and Medford, Oregon. And a cowtown somewhere out in Montana with the unlikely name of Froid.

Tulsa, Oklahoma meant a wild, whooping two day Fourth of July celebration, then there were endless miles of Texas — plenty of time to sober up heading west across the Nueces and the Pecos, and follow the railroad tracks to Marfa. And still there was another 170 miles to go for El Paso.

Phoebe Omlie banged up her Monocoupe at Marfa and it was another long hot day for Dan Beard, plodding along way behind in a Waco with a cracked propeller. He landed at the Army blimp base at Dryden, where a Sergeant helped him bind up the prop with balloon fabric and a coat of airplane dope. Then Beard was off again, to straggle into El Paso that night and ask as travelers have before and since, “You mean to tell me I’m still in Texas?”

The new prop that Beard bolted on his airplane at El Paso was one of eleven spares he had shipped

around the country ahead of time; for his Waco and for the Travel Air flown by Nels Kelly. Both airplanes were cursed with the Fairchild “cam” engine, an unusual new four-cylinder design that used an internal cam drive mechanism and was incidentally, designed by a man named Caminez. The 1928 tour was to be a grand demonstration of the new motor....

The little cam engine developed a massive torque far in excess of its conservative 125 horsepower rating and drove a propeller ten feet long. And this oversize prop, turning at one-half engine speed, whipped around in great, hammering blows like a giant club, cracking and ripping itself to pieces, while its vibration flung off into space any engine parts not securely fastened on. The violent torque twisted the airplane structure too, so that wing center-section bracing wires wrenched at their fittings and chewed ever-larger holes in the cowling. And the engine ran hot, since a propeller hub big enough to hold together was also big enough to deflect cooling air away from the cylinders.

But the Fairchild staff persisted. They eased the vibration with rubber shock mounting, tried out an eight-cylinder engine versus the four-cylinder, tried out three and four-bladed props. They devised cooling air baffles and attached fins and scoops to oil tanks to lower temperatures.

A third cam airplane had turned up at Ford



Dan Beard and the Cam Waco.

(M. G. Beard)



Nels Kelly and The Cam Travel Air.

(M. G. Beard)

Airport just before the 1928 tour departed, a Kreider Reisner flown by Amon Kreider. But it was dripping oil, its wing wires were coming loose and its prop was cracked. And there were no more spare props; as it turned out all eleven spares were used up by the Waco and the Travel Air. And while they did finish the tour that was the end of the Caminez engine.

Sherman Fairchild offered refunds to all the customers, including the Japanese Navy, which had bought ten engines. But the Japanese elected to keep them although veteran cam pilots said later, the merchandise may have been returned after all – delivered by air to Pearl Harbor, December 7, 1941.

The air tourists drove across the Rio Grande at El Paso, saw the saloons and souvenir shops and ragged children of Juarez and then flew on, through the Apache country of New Mexico and Arizona. It was scorching hot in this awesome land of desert plateau and crumpled red mountains; bad country if you went down very far from a road, or ranch house. And no reason to push your motor anyway; 75% of top speed was the stated tour rule out in this high Western country, and John Wood and his Waco already had the thing won-unless his Whirlwind quit entirely.

They watched for George Peck's Travel Air going into Tucson, ready to let him land first and be

headlined in the local paper, "Tucson Flyer Leads Big Air Fleet...." But George was down with mag trouble somewhere back around Tombstone.

They hurried through Yuma, crossed the Colorado into California and passed by the green splotch of irrigated farmland in the Imperial Valley; proof there really was such a place, setting for a movie with Ronald Colman, Gary Cooper and Vilma Banky, "The Winning of Barbara Worth." Then: San Diego, all red tile roofs, white plaster houses, green palm trees and blue, blue ocean. And the biggest party yet, at a hotel with the appropriate name of El Cortez.

Next day they coasted along offshore like a school of carefree aerial porpoises on the hour's run to Los Angeles, then next morning, "Everybody Out for the Bus Tour; See the MGM Movie Studio!" Or just loaf around the Ambassador Hotel lobby, watch the girls go by, listen to the talk about this guy someone knows, "Delivered a ship out here, stayed on and got a job flying for the movie people. Makes time with all those wide-eyed cuties coming in on the day coach from Dubuque. Says all you gotta do is let on you know a certain party can get 'em a screen test."

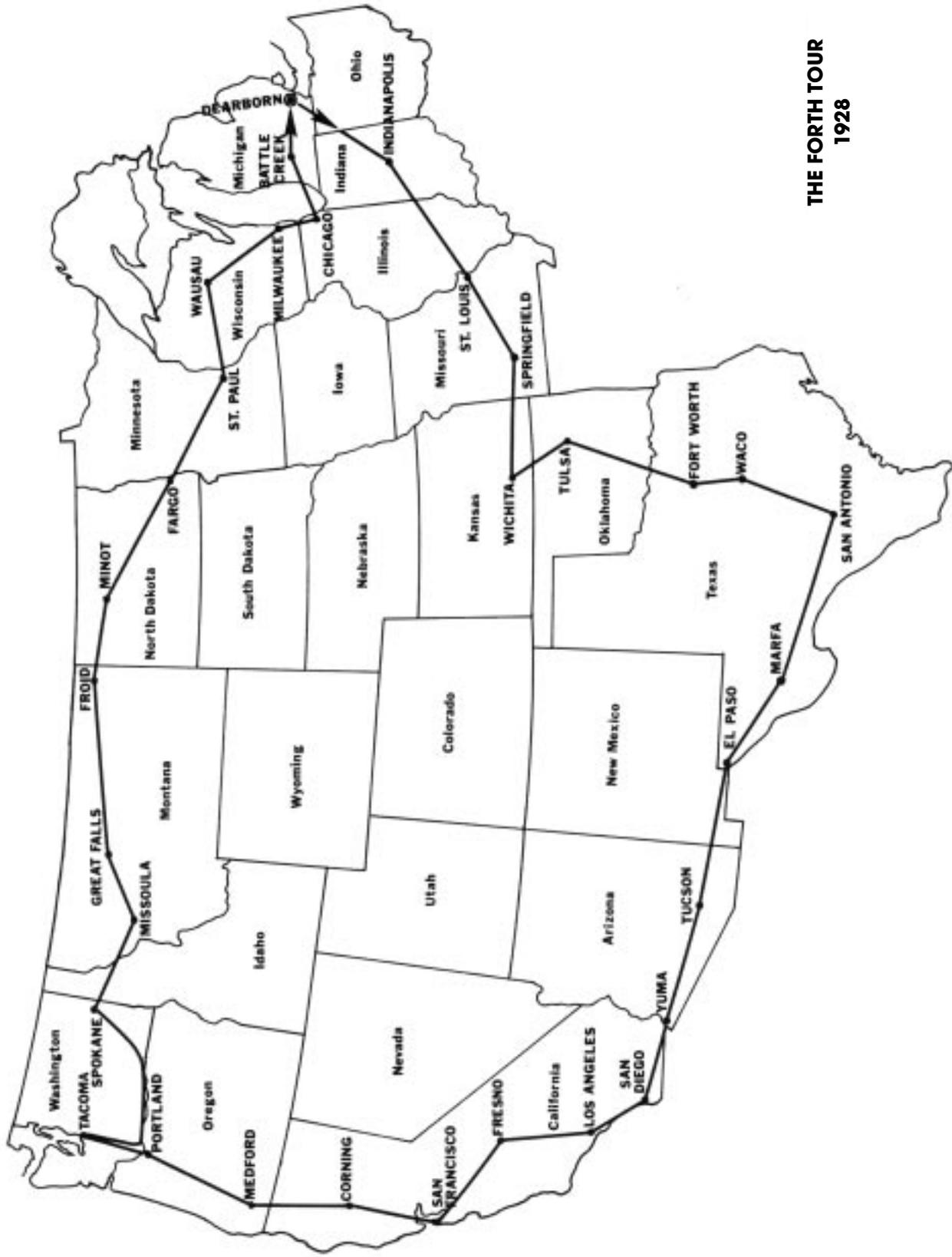
The tour fleet headed north for Fresno, with John Wood holding his lead and Phoebe Omlie down again at a place called Laguna Beach. And George Peck, trying hard to catch up, came into Mines Field at Los Angeles late at night, turned off at the wrong place and taxied his Travel Air head-on into a stack of oil drums.

Eddie Stinson won more silver dollars than he could carry in the crap game that began when they all arrived in San Francisco, a nonstop affair about which irate wives would be lecturing for years afterward....

"Two whole days to spend in this beautiful city. And you stay locked up in a smoke fined hotel room drinking bootleg whiskey and hollering 'Come On Seven Baby Needs New Shoes!' "

Dan Robertson and Dan Beard both went down on an Oregon beach; Beard broke a wheel on a driftwood log and only escaped an incoming tide by hurriedly fashioning a makeshift wheel out of wood.

Another pilot with first hand knowledge of hard luck turned up at Portland. Martin Jensen was out barnstorming in his Breese monoplane *Aloha*, which he had flown to second place in the 1927 Dole Race. Or, as the irrepressible Marty put it, "kept going for twenty-eight hours to come in second, and last." He visited with the tour flyers at Portland, and told of his adventures....



**THE FORTH TOUR
1928**

**ITINERARY
1928**

Date	City and Airport Name	Miles
Saturday, June 30	Dearborn, Ford Indianapolis, Speedway St. Louis, Lambert	236 235
July 2	Springfield, Municipal Wichita, Municipal	184 203
July 3	Tulsa, Municipal	131
July 6	Fort Worth, Meacham	327
July 7	Waco, Rich	88
July 8	San Antonio, Winburn	170
July 9	Marfa, Army El Paso, Fort Bliss	340 171
July 10	Tucson, Municipal	263
July 11	Yuma, Fly San Diego, Mahoney	213 136
July 12	Los Angeles, Mines	113
July 14	Fresno, Municipal San Francisco, Mills	242 150
July 16	Corning, Woodson Medford, Newell Barber Portland, Swan Island	165 169 219
July 18	Tacoma, Speedway	112
July 19	Spokane, Felts (via Vancouver and Pasco, Washington)	418
July 20	Missoula, Municipal	236
July 21	Great Falls, Vance	211
July 22	Froid, Schnitzler Minot, Municipal	326 146
July 23	Fargo, Hector	228
July 24	St. Paul, Municipal (Holman)	218
July 26	Wausau, Alexander Milwaukee, Cudahy	169 155
July 27	Chicago, Municipal (Midway)	80
Saturday, July 28	Battle Creek, Kellogg Dearborn, Ford	150 100
		Total 6,304

The *Aloha* had been seized by creditors on arrival in Hawaii in the race, a not unusual happening in such ocean flights.

“...after all that guy did for Aviation; after all he went through; he actually had to borrow money to get home. Yes Sir, I’m telling you, had to Borrow Money....”

Jensen returned to California without his airplane, promptly hired out on another stunt flight, carrying a real live lion from Hollywood to New York. This scheme was dreamed up in September of 1927 by Metro-Goldwyn-Mayer press agent Pete Smith, and called for “Leo the Lion” to travel by air across the continent, to be met at Roosevelt Field by a brass band and driven up Broadway in a grand parade for a personal appearance at the Capitol Theatre.

A suitable lion was rented from the Al G. Barnes circus and readied for a big Hollywood send off, however this plan was hurriedly cancelled when the local Humane Society heard of it. Jensen and Leo made their getaway instead in a pre-dawn takeoff from San Diego. They got as far as the mountains northeast of Phoenix, where heat, altitude and a steep cliffside where there should have been a pass, proved too much for the laboring Ryan. Jensen survived the crash, struck out to seek help for his injured passenger. He walked for two days and nights, finally stumbled into a cowboy’s camp, then guided a rescue party back to the wreck. Leo was brought out on a horse drawn wooden sled, and Jensen saw him safely to a hospital and back to his old home with the other circus lions, where he presumably lived to an honored old age.

Now, in 1928, Jensen had retrieved his Breese from the creditors and was back at work carrying passengers....

The tour planes went on east, following the great gorge of the Columbia River, past snow-capped mountain peaks and that wild place of roaring white water rapids called “The Danes,” where Indians still fished for salmon with spears.

Further on there was a big trout fry on the banks of the Blackfoot River at Missoula. And at the little town of Froid, where ten thousand people had gathered from hundreds of miles in every direction there was an outdoor church service. Now they were leaving the mountain country and all the stragglers began to catch up; even the tiny Monocoupes, and Dan Robertson’s Curtiss Robin. The Robin was the only OX-5 powered ship in the tour, and the old timers gathered round to tell OX-5 stories, as they’d be doing forever afterwards....

“...Like how many revs she’d turn up on the ground, and how many in the air. And how before takeoff, you had better clean all eight plugs and the pencil finger in the mag, too. And oil the overhead and strain all the gas through a chamois. And be sure she was red hot when you gave her the gun, so the oil wouldn’t all pile up on the wrong side of the screen and give her a bearing seizure just when you were about to clear the high tension lines there beyond the road....

“And how about the time that eager kid who hung around put water in the gas tank and gas in the water tank. And that damned plumbing system; remember how you wrapped a piece of inner tube around the carburetor to keep it dry? And that overhead radiator, leastwise when it boiled over it hit the passengers first. Anyway, the time to worry was when she quit boiling; then you knew you were out of water.

“And she could be boiling and still get carburetor ice, in which case you backfired the engine by flipping the ignition switch off and on. Which would blowout the ice you hoped, without blowing off the manifold.

“And that time you were carrying passengers, just coining the dough, and you hated to stop long enough to gas up. And she did quit and you set her down dead stick fine and dandy, except it was in a swampy place like, and one passenger panicked and jumped out to run. And run he did, right out across the lower wing panel, the ribs and fabric going crunch, crunch, crunch every stomp of his big hobnailed boots.”

There were ways to modernize and soup up your OX-5, with dual mags and Miller valves and something called a Kirkham kit. You could even put on air-cooled cylinders. But it cost money and sometimes the more stuff you put on the worse it ran. Like trying to doctor up a Model T Ford with all that junk from the mail order catalogue. And if you took good care of your motor....

“Remember that winter night we were coming in, low on gas, ice all over the airplane, and us — and that old OX-5 just kept banging away out there, spitting fire from all eight barrels carrying us straight home; So Help Me the best Goddamned motor anybody ever flew behind.”

The 1928 OX-5 Robin returned to Dearborn with the other tour planes; four weeks, nineteen states, and six thousand miles after they’d departed. The final awards banquet featured the same endless speeches and introductions of “the man who” — John Wood, Waco, winner; Frank Hawks, Ford, second; Deed Levy, perfect score....

But the most popular speaker was Detroit’s own

Harvey Campbell. He assured his fellow travelers they would be spared food and entertainment they’d endured almost every day for the past month.

“You will not be served chicken,” Campbell said. “Not hot nor cold, nor roasted, boiled, fried or fricasseed. Nor in soup or salad or sandwiches. Furthermore, you will not be forced to listen to any rendition, in any form: orchestra or trio, solo or chorus or quartet, of that familiar song, ‘Ramona’.”

There was a great cheer.



TO THE MEMBERS OF THE NATIONAL AIR TOUR

AMON G. CARTER
PUBLISHER OF THE
FORT WORTH STAR-TELEGRAM-RECORD
CORDIALLY INVITES YOU TO A CHICKEN SUPPER
FRIDAY, JULY 6, 6:30 P. M.
SHADY OAKS FARM

Transportation will be available from the Texas Hotel, 6 p. m.

(E. O. Cooper)

Dedicated to DOLORES DEL RIO Star of the Musical 'RAMONA'

RAMONA

Produced by
INSPIRATION PICTURES
and EDWIN CAREWE
for
United Artists

DOLORES DEL RIO

Lyric by
L. WOLFE GILBERT
Music by
MABEL WAYNE

WALTZ SONG
With Skuletz,
& Song (The)

LEO FEIST, U. NEW YORK

(Mrs. R. L. Tarleton)



"Way Out West..." Texas sage brush, scattered cumulus, Kelly Field DHs.

(Leslie Newmark)



Echo Lake, in the high Sierras of California.

(Mrs. Carl Bigelow)



Mt. Hood, and Hood River, Oregon, seen from the Columbia River.

(Harold Brown)



Arizona desert....Phoenix Sky Harbor Airport (in 1934), just off the 1928 route, stopover for accompanying ships.

(Ruth M. Reinhold)



The 1928 Lockheed and left to right, Fred Leonard, E. O. "Eddie" Cooper, Bob Cantwell, W. G. Gregory.

(E. O. Cooper)



Lockheed factory, Burbank. Vega is Colonel William Thaw's "Special Hornet job," X7430. Chimneys in background are left over from old pottery works.

(Anthony Stadlman)



Vega NC4097 later, with new paint job and ring cowling, parked next to a Stinson Junior at a Curtill Flying Service bale.

(Truman C. Weaver)



Mahoney Field, Barnett Avenue, San Diego, during tour stopover. "T. C. Ryan Airport" sign was hand-lettered on photograph later, after Claude Ryan had taken over the field from Ben Mahoney. Eaglerock #12 and Robin #5 at right, being fueled with "Red Crown" gasoline and "Zerolene, The Standard Oil For Motor Cars." Standard Oil Ford in middle background.

(Ryan Aeronautical Library)



“Hell’s Angels” movie pilots were on location at Oakland Airport as the 1928 tour passed through San Francisco. SE5 flown by Roy Wilson, at left; Fokker D7 with Frank Clarke, at right. Fokker has camera mounted on turtle-deck.

(J. S. Barton)



“Hell’s Angels” camera crew in DH4. Frank Tomick, pilot, and cameraman E. Burton Steene, who lists credits for “Now We’re In The Air,” “Wings,” and “Legion Of The Condemned.”

(J. S. Barton)



From left, in front of Ryan #10, Vernon M. Johns in sailor hat and oil spattered knickers, Dan Robertson in suit and tie and straw hat, Al Henley, wearing cap.

(Ryan Aeronautical Library)



Richfield Oil Company's Fokker F10.

(Richfield 011 Company)



Jay Sadowsky

(NASM)



J. Don Alexander

(University of California)



Pathfinder ship for 1928 may have been this Atlantic (Fokker) C-2, with Bolling Field insignia on fuselage. This picture was taken when plane visited Oakland, California Airport in May of 1927, in advance test for Maifland and Hegenberger Hawaiian flight.

(Mrs. Carl Bigelow)



Standard Oil Ford. Standard of California furnished gasoline free of charge for 1928 tour, as did Standard of Indiana, Continental Oil Company, and The Texas Company.

(A. W. Walker)



Clevenger's Hisso Eaglerock, at the factory in Colorado Springs.
(Alexander Aircraft Company)



Ben O. Howard (NASM)

SNAP JUDGEMENT

You owe it to yourself to hop an Eaglerock before making your final decision on a purchase. We won't worry about your decision.

J. A. McINANEY, Sales Manager

ALEXANDER EAGLEROCK

CERTIFIED

Step of Civil-Approved Type No. 7 and 8

CASH — BATS — DENVER
to see to purchase on Time Payment Plan

28 DEALERS

W. M. & S. B. Bess—Denver, Colorado, 1500 W. 12th St., Denver, Colo. 80202.
In Cal. and other States: J. J. Gifford, 1111 Broadway, Denver, Colo. 80202.
W. M. & S. B. Bess—Denver, Colorado, 1500 W. 12th St., Denver, Colo. 80202.
W. M. & S. B. Bess—Denver, Colorado, 1500 W. 12th St., Denver, Colo. 80202.
W. M. & S. B. Bess—Denver, Colorado, 1500 W. 12th St., Denver, Colo. 80202.
W. M. & S. B. Bess—Denver, Colorado, 1500 W. 12th St., Denver, Colo. 80202.
W. M. & S. B. Bess—Denver, Colorado, 1500 W. 12th St., Denver, Colo. 80202.
W. M. & S. B. Bess—Denver, Colorado, 1500 W. 12th St., Denver, Colo. 80202.
W. M. & S. B. Bess—Denver, Colorado, 1500 W. 12th St., Denver, Colo. 80202.
W. M. & S. B. Bess—Denver, Colorado, 1500 W. 12th St., Denver, Colo. 80202.

ALEXANDER EAGLEROCK

REGISTERED WITH ALEXANDER ENGINEERS
3030 W. DENVER, COLORADO

Jim McInaney was undoubtedly a better salesman than speller.

(Western Flying)



Ben Howard's Eaglerock at the factory.
(American Aviation Historical Society)



Frank Free (Mrs. Rose E. Felton)



A typical Hisso Eaglerock, Ken Keaver's NC6357, over Oakland, California.

(Mrs. Carl Bigelow)



Mt. Rainier, Washington. Plane is Boeing SD-A Tri-Motor.

(Boeing Air Transport System)



Felts Field, Spokane. Buhl *Spokane Sun God*, circling at end of record endurance flight of 1929.

(A. W. Walker)



Like other flyers before and after them, the 1925 pilots followed the “iron compass” — railroad tracks. This is a Northern Pacific train spouting great plumes of smoke and steam as it huffs and puffs out of De Smet, Montana, just west of Missoula.

(Association of American Railroads)



Swan Island Airport at Portland, Oregon was a beautiful field, poorly located in the foggy Willamette River. The 1928 tour pilots passed the word the field was "down in a hole."

(George D. Hext)



Joe Taffe, later, with a well known passenger, Will Rogers.

(Franklin Rose)



Another Swan Island Airport scene. Varney pilots Leon Cuddeback, left, and Joe Taffe pose with Stearman C2MB mail plane and shiny new 1929 Cadillacs.

(Leon Cuddeback)



The Texaco Ford at a stop along the Chicago - San Francisco air mail route, possibly Salt Lake City. Ryan B-1 in hangar at left; Boeing 40Bs in hangar at right, which displays signs, "Boeing Air Transport System," and "Vico Motor Oil."

(The Texas Company)



Monocoupe #26 at Spokane, with can of Kendall Oil ready, next to left wheel.

(A. W. Walker)



Al Henley at Oakland for the 1927 Dole Race, with, left to right, Mrs. Benny Griffin, Benny Griffin, Henley, next two unidentified, Ken Boedecker nearest camera.

(M. L. Cohen/University of California)



Dick Pears and Fairchild FC2.

(R. W. Pears)



The OX-S Robin

(A. W. Walker)



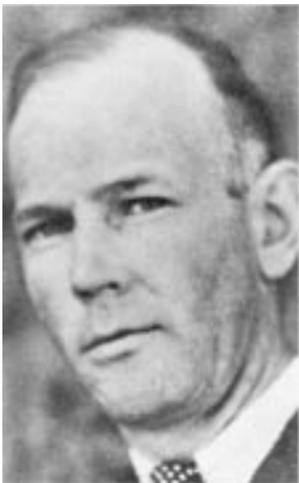
Walter Innes, Jr (R. L. Taylor)



Mac Short (R. L. Taylor)



Schlee-Brock Bellanca at Spokane. (A. W. Walker)



Deed Levy (Russell Thaw)



Lloyd Stearman (Russell Thaw)



Typical Stearman C2B, C-5309, delivered to Barrett Airways, Armonk, New York. (Stearman Aircraft Company)



Deed Levy's Stearman at Spokane. Ship was designated C2B in four, type certificated as C3B. (A. W. Walker)



Third place Stinson Junior. Lettering on fuselage is "Stewart Aircraft Company, Cleveland, Ohio."

(S. J. Hudek)



George Lowers, left, and Jack Atkinson



(George Van Vliet)



Stinson people, at the factory. From left, C. A. Lupole, Gene Searles, F. X. Mara, Ed Merritt, George Hopkins, Charles Tours, Leo Mulcahey, Bruce E. Braun.

(Mrs. Bruce E. Braun)



The two "big Stinsons" flown in the 1928 tour were improved versions of *Miss Veedol*, shown taking off in the 1927 New York to Spokane race. Eddie Stinson and copilot Fred Koehler went down in Montana with engine trouble.

(S. J. Hudek)



A Mohawk Pinto was listed for 1928; was no-show at starting time. (This is a 1929 Model M-1-C.)

(NASM)



The Buhl Sport Airsedan clocked the fastest time of any plane in the 1928 tour.

(S. J. Hudek)



George Peck and his Travel Air. Peck bought the ship from Berry Brothers, and it still carries *Berryloid* insignia.

(NASM)



This Douglas O-2 photographed at Ford Airport may be the Official Referee plane for the 1928 and 1929 tours, however it seems likely Wright Field would have sent a ship with a more comfortable aft seat than this gunner's station.

(S. J. Hudek)



A later refinement of the familiar Douglas biplane, used as a Basic Trainer and designated BT-2B.

(McDonnell Douglas Corporation)



Vance Breese and Martin Jensen's Breese Aloha.

(Willis Nye)



Pop Sterling, in United Air Lines uniform, Mel Aavang, with Post Office Air Mail badge.

(W. P. Kupka)



Tom Colby

(Russell Thaw)



Pop Cleveland's Ryan B1 Brougham at the Spokane Air Races, 1927. The plane was properly called a "Mahoney Ryan," since T. Claude Ryan had sold his company to Ben Mahoney just before Lindbergh made the name world famous. Pilots who flew this model Ryan recall it was a most ordinary airplane, despite its fame as "Sistership To The Spirit Of St. Louis."

(A. W. Walker)

POWER PERFORMANCE
in the Wright Whirlwind Equipped
SWALLOW

The Whirlwind Swallow embodies those features of superiority considered by Swallow engineers ahead of performance: Safety, Sturdiness, Stability, Serviceability, and Beauty. These features, combined with Swallow performance, explain why others are following the Swallow.

New OX5 Motored Swallows Are Still Available.

JAMES E. GRANGER

Telephone Santa Monica: 83966 Swallow Sales and Service In Southern California Clover Field Santa Monica

Say WESTERN FLYING Brought It to Your Attention

The Whirlwind Swallow. This handsome maroon and silver airplane was reported to have crashed some time after the 1928 Tour, carrying two passengers who were left helpless in the front cockpit when the pilot was thrown out as he "demonstrated" whip-stalls.

(Western Flying)



Frank Clewers, left, John Wood, and Waco #18 at Spokane. Lettering on fuselage is "Baby Ruth."

(A. W. Walker)



The Cam Waco at the factory, with pilot Bob Simon and two visiting Japanese Naval officers. The powerful little Camenez might well have been commercially successful with further development, but at the time, the Fairchild management considered it too expensive a project to continue.

(Fairchild Republic Division)



The 1928 tourists and friends, at the Metro Goldwyn Mayer Studios during the Los Angeles stopover, July 12. Some are identified: 1-Mrs. Ray Cooper. 2-Norman Siegel. 3-Mrs. Edward Stinson. 4-Mrs. Bert Hull. 5-Phoebe Omilie. 6-Mrs. Cloyd Clevenger. 7-Ruth Elder. 8-Frank Clewers. 9-Ralph Diggins. 10-Bob Nesbitt. 11-Alger Graham. 12-Earl Daugherty. 13-Dan Robertson. 14-Bill Laviolette. 15-Larry Guinther. 16-Mel Aavang. 17-Mrs. Frank Hawks. 18-Charles Babb. 19-Justin McInaney. 20-Walter Innes, Jr. 21-Ray Cooper. 22-John T. Nevill. 23-Harvey Campbell. 24-Jack Atkinson. 25-Clarence Helm. 26-A. L. Peterson. 27-Vance Breese. 28-John Wood. 29-Charlie Meyers. 30-Tom Colby. 31-Frank Tyndall. 32-Dan Beard. 33-Pop Cleveland. 34-Pete Clausen.

(Charles W. Meyers)

OFFICIAL RESULTS: NATIONAL AIR TOUR, FOR THE EDEL B. FORD TROPHY, 1928
June 30 - July 28, 1928

(Contestants listed in order of final standing.)

PILOT	POSITION	REG. NO.	AIRPLANE TYPE and ATC	ENGINE TYPE		WEIGHTS ¹			SECONDS		MAX. ² SPEED	FIGURE OF MERIT	FINAL SCORE	AWARD	PASSENGERS (and Comments)
				DISPL.	H.P.	EM'TY WT.	LOAD	GR'SS WT.	ST*K	UST*K					
John P. Wood	18	5633	Waco Ten 41	Wright J5 788	225	1,650	950	2,600	4.0	5.1	128.1	850.4	27,013.4	\$2,500 +1,000	The "Baby Ruth" WACO, Frank Clewers. Reid Murdock prize.
Frank M. Hawks	2	3443	Ford Tri-Motor 4-AT-B (87)	(3) Wright J5 2364	675	6,328	3,672	10,000	4.6	12.5	117.6	798.3	24,390.8	2,000 +500	P.J. Clausen, Sven A. Carlson,* AC Spark Plugs award.
Randolph G. Page	21	5889	Stinson Jr. SM-2 (48)	Warner Scarab 442	110	1,507	993	2,500	4.8	11.6	105.2	752.8	22,786.5	1,750	Sven A. Christensen, Otto C. Leisy.
Charles W. Meyers	19	6528	Waco Ten 41	Wright J5 788	225	1,645	955	2,600	4.4	6.0	122.8	718.2	22,127.1	1,500	Thos. B. Colby, Wm. Baldwin
Edward A. Stinson	20	5900	Stinson SM1DA (74)	Wright J5 788	225	2,388	2,112	4,500	9.6	14.4	120.5	673.1	21,243.0	1,250	F.M. Soule, Lloyd Stone, Orval Porter, Mrs. Stinson, John C. Day*
George C. Lowers Bruce E. Braun	22	6580	Stinson SM1DB (76)	Wright J5 788	225	2,417	2,083	4,500	7.2	16.2	111.6	630.3	19,871.3	1,000	
Al Henley	10	5547	Mahoney Ryan B-1 25	Wright J5 788	225	2,026	1,274	3,300	4.5	9.9	115.7	646.8	19,728.9	750	Vernon M. Johns, Geo. B. Fredell
Wm. S. Brock	1	6503	Bellanca CH 47	Wright J5 788	225	2,240	1,810	4,050	9.2	14.2	126.5	621.4	19,445.3	550	Mrs. Brock, Ed Schlee, Mrs. Schlee, Rosemarie Schlee.*
Vance Breese	16	5553	Mahoney Ryan B-1 25	Wright J5 788	225	1,990	1,310	3,300	5.1	11.4	117.6	592.4	18,389.3	400	Larry Guinther, J.T. Hurst
Louis G. Meister	8	5860	Buhl Sport Air- sedan CA-3C 46	Wright J5 788	225	1,780	1,420	3,200	7.9	12.8	136.7	592.4	17,948.1	300	Harry Dunn
Lee F. Schoenhair (Robt. C. Cantwell)	23	4097	Lockheed Vega 1 (49)	Wright J5 788	225	2,067	1,403	3,470	9.1	11.9	135.9	575.2	17,596.6	200	E.O. Cooper, Ray Acre, Fred Leonard
R.W. Pears	24	5574	Fairchild FC-2 10	Wright J5 788	225	2,232	1,368	3,600	5.7	13.5	113.4	512.6	16,974.5	200	Wm. LaViolette, John T. Nevill
J. Nelson Kelly	3	x3562	Travel Air 8000 37	Caminez 447C 447	135	1,517	783	2,300	5.4	10.3	94.0	522.0	15,780.2	200	Wm. Stockert
Geo. W. Haldeman	25	4050	Bellanca CH 47	Wright J5 788	225	2,272	1,778	4,050	14.2	14.8	124.0	482.2	15,080.8	200	Marion Sterling, Henry Haute, C.A. Lupole
Melvin Aavang (Jay Sadowsky)	17	6097 (or 4753?)	Swallow J5 (51)	Wright J5 788	225	1,745	955	2,700	8.0	8.9	119.6	428.5	15,064.5	200	Clarence W. Helm
Alger W. Graham	7	5861	Buhl Airster CA-3C 1	Wright J5 788	225	1,950	1,119	3,069	10.3	9.3	122.1	442.9	13,528.2	200	The "Monarch Coffee". Robert Nesbitt
D.P. Levy	6	5084	Stearman C2B (55)	Wright J5 788	225	1,730	920	2,650	7.8	9.5	117.7	396.9	12,700.8	200	Mac Short, W. Innes, Jr. - Only contestant to make a perfect score
Cloyd P. Clevenger	12	6505	Alexander Eagle- rock A4 (59)	Wright J5 788	225	1,800	727	2,527	5.4	9.7	113.2	380.00	11,477.7	200	J.A. McInaney

*See center of next page for additional passengers.

OFFICIAL RESULTS: NATIONAL AIR TOUR, FOR THE EDEL B. FORD TROPHY, 1928 (Cont.)

PILOT	REG. NO.	AIRPLANE TYPE and ATC	ENGINE TYPE		WEIGHTS			SECONDS		MAX ² SPEED	FIGURE OF MERIT	FINAL SCORE	AWARD	PASSENGERS
			DISPL.	H.P.	EM'ITY WT.	LOAD	GR'SS WT.	ST'K	UST'K					
L. H. Jack Atkinson	29	Monocoupe 70 (70)	Vellie M5 250	55	825	372	1,197	10.2	7.4	86.9	367.3	8,370.6	\$200 +1200	Air Mayor of Wausau award. ³
E.W. Cleveland	9	Mahoney Ryan B-1 25	Wright J5 788	225	2,116	1,184	3,300	11.4	17.7	113.3	292.5	8,169.4	200	J.F. Wallace
M.G. Beard	28	Waco Ten (nil)	Caminez 447C 447	135	1,455	695	2,150	13.3	8.4	90.1	321.6	7,850.6	200	
George B. Peck	14	Travel Air 9000 38	Siemens Halske 517	125	1,480	820	2,300	8.4	13.1	98.1	361.6	6,715.4	200	Craig Smith
Dan R. Robertson	5	Curtiss Robin 40	Curtiss OX5 502	90	1,537	643	2,180	14.2	11.7	94.2	232.7	5,949.9	200	Eimer C. Daughtrey
Phoebe F. Omie	26	Monocoupe 70 (70)	Vellie M5 250	55	840	335	1,175	13.7	9.6	88.4	254.0	5,523.0	200	Mrs. Stinson, part-way.
Ben O. Howard	4	Alexander Eagle-rock A-5 (nil)	Menasco Sims'n B2 1145	260	1,764	726	2,490	4.9	6.8	118.9	u			Frank Free Out at Pawkaska, Okalhoma.

NOTES:

¹ Published records for 1928 Tour listed all three weights as shown.

² Maximum speed was established in pre-tour trials. Tour score was based on maintaining 80% of max. speed enroute, except for San Antonio - Great Falls portion, which was 75%.

³ \$1200 from the City of Wausau for the greatest number of passenger hops flown at stops along the way.

*Other passengers, Tour 2, Mrs. Hawks, Mrs. Hull, Mrs. Cooper, Mrs. Cleveenger; Tour p20, W.E. Barton; Tour 1, James V. Pierson, R.C. McDaniel.

OTHER ACCOMPANYING AIRPLANES

PILOT	REG. NO.	AIRPLANE TYPE	PURPOSE	PASSENGERS
Lt. Frank Tyndall	u	Atlantic (Fokker) C-2 (3) Wright J-5	Advance Pathfinder Airplane and Official Tour Airplane. Army Air Corps, Langley Field	S / Sgt. John Carden. (Lt. Peter E. Skanse, Lt. George F. Schulgen, assisted on portion of Pathfinder trip.)
Capt. R.G. Breene	u	Douglas O-2 Liberty 12	Official Tour Airplane. Army Air Corps. Wright Field	Tour Referee, Ray Collins
Robert Allen	C5092	Ford Tri-Motor 4-AT-B (3) Wright J-5	Accompanying, Yuma - Spokane, Standard Oil Co. of California.	S.C. Chadderton, Shirley Brush, B.M. Doolin, crew.
Thomas Fowler	5614	Fokker F-10 (3) P&W Wasp	Accompanying, San Diego-Portland, Richfield Oil Co. of California.	Rufus Plicher, Dudley M. Steele, George Irwin, Ralph Hall, James Talbot.
u	NC6705	Fairchild FC2 Wright J-5	Accompanying, St. Paul-Dearborn. Goodrich Rubber Company.	
These are probable Martin Jensen	914	Breese Wright J-5	Accompanying, Medford-Portland.	Mrs. Jensen, Campus Schoening
Emory Bronte	C7526	Boeing 40 P&W Wasp	Accompanying Los Angeles-San Francisco. Tidewater Associated Oil Co.	
Carl Lienesch	C6283	Travel Air 4000 Wright J-5	Accompanying, Los Angeles-San Francisco. Union Oil Company of California.	

Other passengers, various airplanes Ray Cooper, Harvey Klemmer, Foye Shoemaker, Carl H. Keller, Arthur Schlosser, Harvey J. Campbell, C.G. Andrus, E.P. Crocker, John T. Nevill, Frank Bogart, Wm. J. Dunn, Norman Siegel, Hugh White.

Waco Wins Again....First and Second!



Art Davis' Waco on test hop prior to tour.

(Charles Trask)



John H. Livingston and the first place Waco at his Midwest Airways hanger.

(John H. Livingston)