

The Detroit News

WEDNESDAY, JULY 13, 1927.—FORTY PAGES

STINSON WINS AIR TOUR PRIZE

Captures Edsel Ford Trophy
by 16-Day Demonstration
of Efficiency.

FLIERS LAND AMID GALE

Airplane reliability and skilled piloting were manifested when the 12 planes in the National Air Tour flew from Grand Rapids to Detroit and landed at the Ford Airport in a terrific storm late yesterday afternoon to finish on schedule their 4,000-mile flight in the third annual reliability and efficiency contest.

Eddie Stinson, president of the Stinson Aircraft Corp., came near losing his long-held lead and the contest when the undercarriage on his Stinson-Detroit monoplane collapsed on landing at Grand Rapids. Prompt repairs and the sportsmanship of his closest competitors, who aided him, was the greatest factor in his being able to finish. Today he is the possessor of the aircraft industry's most coveted prize, the Edsel Ford Trophy.

Randolph G. Page, piloting the Hamilton Metalplane, won second place in the contest, and Harvey C. Mummert, piloting the Mercury, was third.

A HIGH WIND.

Shortly after the take-off from Grand Rapids a 60-mile an hour wind whipped across the course. Rain fell in blinding sheets and lightning streaked across the planes' paths. In less than 90 minutes after the take-off from Grand Rapids the last of the planes had landed and was safely moored on the airport or in the hangars.

The storm centered around the airport just as the planes began landing at 4:03 p. m., 20 minutes ahead of their schedule. Line squalls rocked them from side to side and bumped them up and down as they circled to land.

H. A. Elliott, piloting the Pitcairn Mailwing, was the first to cross the finish line. He was followed closely by Stinson, John P. Wood, piloting the Waco number 11; Charles W. Meyers, piloting the Waco number 10, and the Ford transport were next. The others followed in rapid succession.

Henry and Edsel Ford watched anxiously from the roof of one of the hangars until the last plane had landed and then went into the hangars to congratulate the contestants.

Each plane and pilot had a definite schedule and task before him throughout the entire 16-day tour, and was awarded a fixed number of points for specified performance after preliminary contests to determine speed, carrying capacity and other pertinent factors in each plane. John P. Wood attained more than 99 per cent of his possible score, but finished fifth for score and fourth for the trophy. The Ford transport was fourth, but was not a contestant for the trophy.

GREATEST PERCENTAGES.

Wood and Meyers attained the greatest percentage of their possible points with 99 and 97, respectively. Stinson attained 96.6 per cent of his possible score, but won first by a demonstration of superior all-around efficiency in his plane's performance and his piloting, under the method of scoring. Only two contestants failed to make more than 90 per cent of their possible score.

Twelve thousand dollars in cash prizes will be awarded the 10 best scores and every pilot who finished won a bonus of \$200. Only two of the original starters failed to finish in the contest. Both dropped out because of engine trouble. Paul R. Braniff, piloting the Eaglerock No. 4, gave up the contest at Tulsa, Okla. Cloyd P. Clevenger was forced out at Pittsburgh, but finished the tour as an accompanying plane.

A capacity crowd filled the main ballroom at the Statler Hotel last night when the Detroit Board of Commerce, sponsor of the tour, tendered the tour personnel a banquet and Edsel Ford presented the trophy to Stinson.

Svend A. U. Rasmussen was presented with The Detroit News trophy for having won the third annual balloon race which started from the Ford Airport, July 4.