

National Air Tour Starts Saturday

OFFICIAL RULES ARE GIVEN OUT

All Pilots Must Conform to the General Orders of Department of Commerce.

The rules under which the National Air Tour is conducted require the planes be stock commercial models and are calculated to draw out and increase from year to year all-round efficiency and reliability.

The rules, drawn by a committee of Detroit engineers and pilots and sanctioned by the contest committee of the National Aeronautic Association, are as follows:

The contest load is the load which the entrant desires to put in the plane providing the following load conditions exist to the satisfaction of the Contest Committee:

(a)—Under no circumstances shall the contest load exceed the maximum useful load permitted by the Department of Commerce under the approved type certificate awarded the ship.

CARRY BALLAST.

(b)—This contest load may consist of passengers, inert and useless ballast or both, and must include the weight of the pilot and the weight of gasoline with the tanks full. Tools, spare parts, cockpit covers may be included in the contest load when properly sealed and marked.

("Stick" as it is used in the following paragraph refers to the landing of a plane in the least elapsed time and distance possible. "Unstick" is the term used for taking a plane off in the least possible time. Both are preliminary tests. Their results become constant in the scoring formula throughout the tour.)

(c)—For the purpose of the stick, unstick and maximum speed tests, the contest load will consist of passengers and ballast, or ballast in addition to full tanks of gasoline and in sufficient quantity to bring the contest load of the ship up to the maximum useful load permitted by the Department of Commerce for each ship. After the stick, unstick and maximum speed tests have been completed, the entrant may reduce his useful load to 75 per cent of the maximum permitted by the Department of Commerce and still be given credit for 100 per cent in the formula. Realizing that gasoline is a part of the useful load specified under the regulations of the Department of Commerce and that the weight of gasoline varies with the distance traveled, each plane will be required to leave each control with full gasoline tanks. The same will apply to oil tanks except that a margin of 25 per cent of the capacity of oil tanks will be allowed for expansion. Upon arrival at each control, each entrant will be required to account for a full 75 per cent of the maximum useful load permitted by the Department of Commerce except for the difference in gasoline and oil consumption during the flight.

METHOD OF SCORING.

(d)—No contestant will be allowed to carry passengers in excess of the original designed seating arrangements of the plane.

(e)—The Contest Committee will require each plane to qualify by flying four times over a measured course of approximately one mile, twice in each direction, to establish maximum speed to be used in the formula.

(f)—These speed trials will be held, at the option of the Committee, at any time during, before or after the stick and unstick tests. After the beginning of any of the tests no change will be permitted in the propeller setting of a ship until after all tests have been completed.

(g)—In order to discourage racing and its attendant dangers, the maximum speed will be used in the formula, unless the average speed for an individual lap shall fall below 90 per cent of the maximum credited speed. In such an event the actual miles per hour will be used in the formula to determine the figure of merit.

The winner of the 1928 National Air Tour shall be declared to be the contestant who has the highest number of points at the completion of the tour. For the purpose of determining this, the points of each lap of the tour shall be figured separately and the totals added to obtain the aggregate. In no case shall a contestant be declared the winner of the tour unless he shall have completed every leg thereof and arrived at the point of starting by sundown of the last day.

In the event of a tie the winner at the end of the tour shall be declared to be the contestant who has the highest number of points under the following efficiency formula:

Contest load X Speed
Engine Displacement = Points

THE STARTING TIME.

Entries shall be numbered in the order of the receipt of the entry blanks by the tour manager and the first entry received by the manager shall be given the right of way on the day of the start from Dearborn and shall be the first ship to take off. Entry No. 2 will take off second and so on down the line until all entries have been accounted for. Saturday, June 30, 1928, shall be the starting date and the first ship shall take off at 10 a. m.

Contestants will be given starting signal in the order of their departure and at one minute intervals after the first plane. This method shall govern the start at each control throughout the entire tour.

After the official start at Dearborn the sequence of starting shall be determined inversely by the time of arrival at the last night control station. In this manner the last plane to be checked in at a night control station shall be the first to depart on the next leg of the tour.

The second plane out shall be the one which arrived next to the last control station in that manner until all planes have taken off with the plane which shall have arrived first at the said night-control station being the last to depart. Where noon control stations are established the order of departure shall be in the order of arrival: first in, first out.

HOW TO CONFORM.

The above method of start shall apply to all control stations except the last control station out of Detroit on the last day of the tour. On this occasion the first plane to

AIR TOUR TROPHY



THIS is the Edsel Ford Trophy, the chief prize to be awarded the winner of the National Air Tour in which 26 planes are scheduled to start as the opening event of the Detroit Air-Olympics at the Ford Airport next Saturday. The tour planes will fly 6,000 miles and visit 32 cities in the fourth annual reliability and efficiency contest before they return to the Ford Airport July 28. The trophy, now held by Edward A. Stinson, by virtue of his winning the event last year, must be won three times in succession to become a permanent possession.

27 Airplanes Are Entered in Air Tour

ENTRIES for the National Air Tour total 27 of the foremost craft and pilots in the United States. They are numbered according to entry and starting position with the name of the plane, its type, pilot, manufacturer and the city where the factory is located, as follows:

No. 1—Bellanca; monoplane; William S. Brock; Bellanca Aircraft Corp., Wilmington, Del.

No. 2—Ford Tri-motor; monoplane; Ford Motor Co.; Frank M. Hawks; Detroit.

No. 3—Travel Air; biplane; George Meissner; Travel Air Manufacturing Co., Wichita, Kan.

No. 4—Eaglerock; biplane; Benny Howard; Alexander Aircraft Co., Colorado Springs, Colo.

No. 5—Curtiss-Robin; monoplane; Dan R. Roberston; Curtiss-Robertson Co., Anglum, Mo.

No. 6—Stearman; biplane; David P. Lavy; Stearman Aircraft Co., Wichita, Kan.

No. 7—Buhl Airster; biplane; Alger Graham; Buhl Aircraft Co., Marysville, Mich.

No. 8—Buhl Airster; sesquiplane; Louis G. Meister; Buhl Aircraft Co., Marysville, Mich.

No. 9—Ryan Brougham; monoplane; E. W. Cleveland; B. F. Mahoney Aircraft Corp., San Diego, Calif.

No. 10—Ryan Brougham; monoplane; Al Henley; B. F. Mahoney Aircraft Co., San Diego, Calif.

No. 11—Challenger; biplane; A. H. Kreider; Kreider-Reisner Co., Hagerstown, Maryland.

No. 12—Eaglerock; biplane; C. P. Clevenger; Alexander Aircraft Co., Colorado Springs, Colo.

No. 13—Mohawk Pinto; monoplane; Dr. Joseph A. Nowicki; Mohawk Aircraft Co., Minneapolis, Minn.

No. 14—Travel Air; biplane; George B. Peck; Travel Air Mfg. Co., Wichita, Kan.

No. 15—Fleetwing; monoplane; C. C. Runkell; C. C. Runkell, Detroit.

No. 16—Ryan Brougham; monoplane; Vance Breese; B. F. Mahoney Aircraft Co., San Diego, Calif.

No. 17—Swallow; biplane; Jay Sadowsky; Swallow Airplane Co., Wichita, Kan.

No. 18—Waco; biplane; John P. Wood; Advance Aircraft Co., Troy, Ohio.

No. 19—Waco; biplane; Charles W. Meyers; Advance Aircraft Co., Troy, Ohio.

No. 20—Stinson-Detroiter; monoplane; Edward A. Stinson; Stinson Aircraft Corp., Northville, Mich.

monoplane; Randolph G. Page; Stinson Aircraft Corp., Northville, Michigan.

No. 22—Stinson - Detroiter, Jr.; monoplane; Lewis Steward; Stinson Aircraft Corp., Northville, Mich.

No. 23—Lockheed Vega; monoplane; Robert Canwell; Lockheed Aircraft Co., Burbank, Calif.

No. 24—Fairchild; monoplane; Richard W. Pears; Fairchild Airplane Manufacturing Co., Farmingdale, L. I., N. Y.

No. 25—Bellanca; monoplane; (pilot not named); Bellanca Aircraft Corp., Wilmington, Del.

No. 26—Monocoupe; monoplane; Phoebe Fairgrave Omlie; Mono Aircraft Corp., Moline, Ill.

No. 27—Curtiss-Wright; monoplane; (pilot unnamed); Curtiss-Wright Co., Detroit.

INDIANAPOLIS PROCLAIMS AVIATION DAY JUNE 30

INDIANAPOLIS, June 23.—June 30, the day of the Indianapolis visit of the national air reliability tour, has been proclaimed Aviation day by Mayor L. Ert Slack, who has called the attention of Indianapolis business men, business houses and citizens in general to the growing importance of commercial air travel.

The planes will leave Detroit at 10 a. m., June 30, and will begin to arrive in Indianapolis shortly after noon, daylight saving time. Pilots and participants in the tour will be the guests of the Prest-O-Lite company at a luncheon before taking off for St. Louis in mid-afternoon.



The Doctor

It is essential that my car should always operate properly and accordingly I use Champion Spark Plugs.

Champion is the better spark plug because it has an exclusive sillimanite insulator specially treated to withstand the much higher temperatures of the modern high-compression engine. Also a new patented solid copper gasket-seal that remains absolutely gas-tight under high compression. Special analysis electrodes which assure a fixed spark-gap under all driving conditions.

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With a licensed school. A complete Flying Course of 60 hours given in new planes. Write or call at office.

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\$13,500 PRIZES TO BE AWARDED

The Edsel Ford Trophy Also Will Be Given in National Air Tour.

In addition to the much coveted Edsel Ford Trophy, valued at about \$10,000, \$1,000 posted for the winner by Reid Murdoch & Co. and lap prizes offered by cities on the route—contestants in the National Air Tour will compete for cash prizes totaling \$12,000 to be distributed as follows:

To the plane making the best showing and obtaining the highest aggregate number of points under the rules, \$2,500.

To the plane obtaining the second highest number of points, \$2,000.

To the plane obtaining the third highest number of points, \$1,750.

To the plane obtaining the fourth highest number of points, \$1,500.

To the plane obtaining the fifth highest number of points, \$1,250.

To the plane obtaining the sixth highest number of points, \$1,000.

To the plane obtaining the seventh highest number of points, \$750.

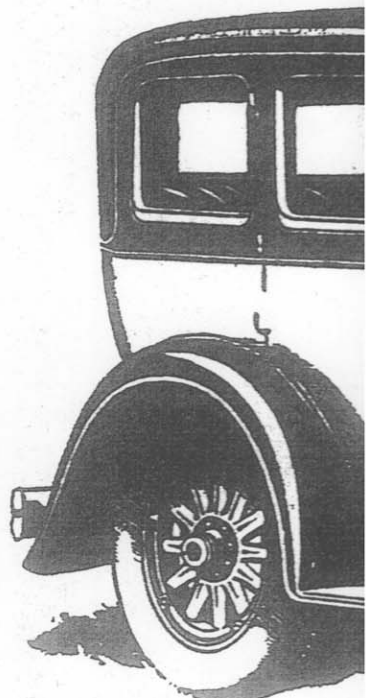
To the plane obtaining the eighth highest number of points, \$550.

To the plane obtaining the ninth highest number of points, \$400.

To the plane obtaining the tenth highest number of points, \$300.

Each competing plane finishing the tour on the final day and not placing among the first 10 will be given a bonus of \$200.

An airplane service is to be established in Central America, linking up the capitals of six republics.



Four

Five chassis—sixes and \$2485. Car illustrated 4-speed transmission equipment ext

GRAHAM

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EDGEWOOD 3

West Grand Motor Sales, 895 Bolton Motors, Inc., 8663 C National Auto Sales Co., 3725 Gr McLean Motor Sales, Linwood a C. C. Smith, Wayne - - - Downey & Montmorency, Inc., 1s Floyd Hillman, Plymouth

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