

**(Cont.)**  
 The development of the airplane to the stage of a commercially feasible vehicle is not a goal for the future; it is an accomplished fact. Of this no better proof is needed than the active interest which so many "hard-shelled" business leaders are taking in aerial transport.

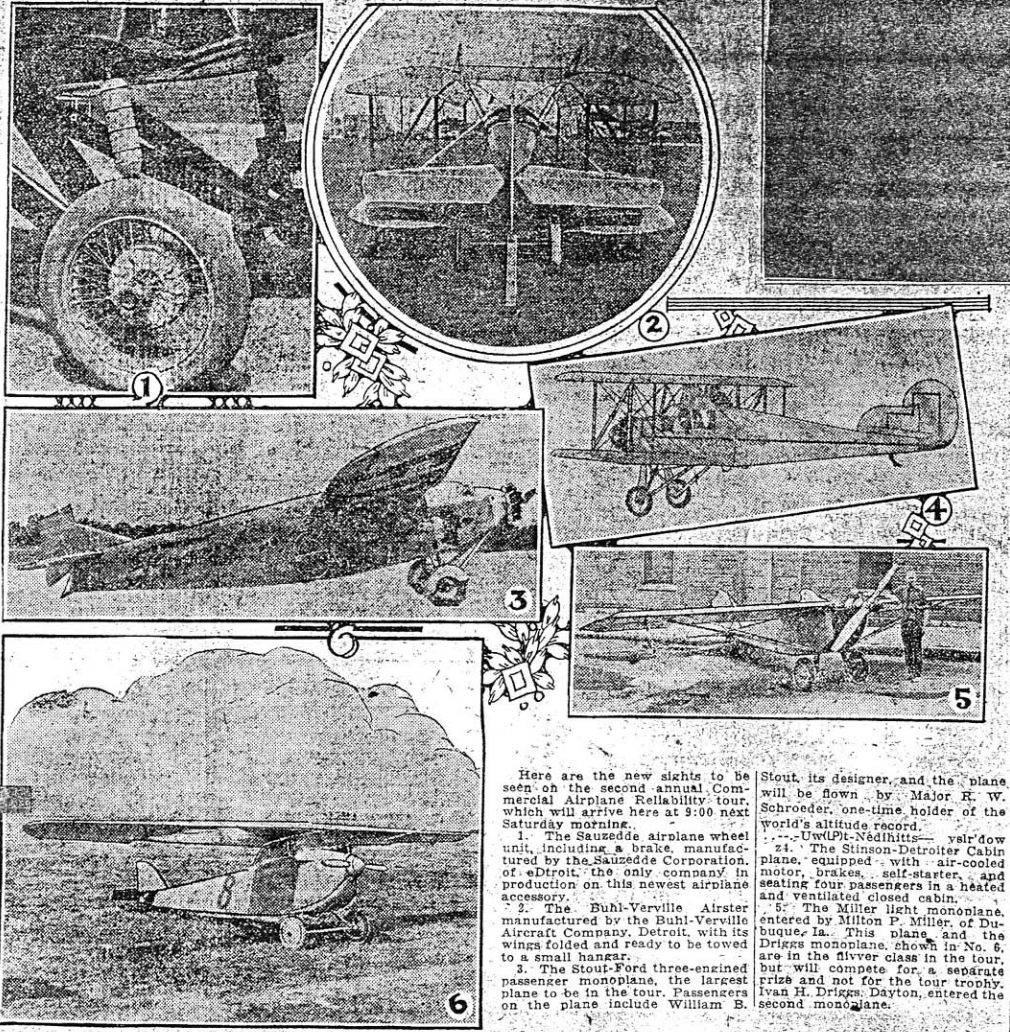
When the 38 sturdy, ultra-modern flying machines entered in the Second Annual Commercial Airplane Reliability Tour swoop down on Kalamazoo's municipal landing field next Saturday morning, the people of this city will have a chance to learn at first hand of the almost unbelievable progress which has been achieved in aircraft engineering. They will be able personally to inspect the very latest types of pleasure ships, aerial sedans, passenger craft and flying freighters. We venture to predict that many of them will be amazed when they view, for example, the mammoth three-motor, all-metal monoplane of 70-foot wing span, capable of carrying a two and one-half ton cargo under all conceivable conditions of wind and weather. Kalamazoo will gain a new understanding of the fastest, most efficient mode of travel which the ever restive genius of mankind has yet devised.

It would be impossible to estimate fully the value of this reliability tour to Kalamazoo's commercial, industrial, and civic prestige. No other aerial event in the world commands as much keen attention from aircraft producers and air transport promoters. As these men follow the progress of the tour through the 14 cities on its 2,000-mile itinerary the name of Kalamazoo will be impressed firmly upon their minds as that of a wide-awake, foresighted community anxious to play its part as a pioneer in this progressive transportation movement. The pilots and representatives of the 21 aircraft manufacturers entered in the contest will become personally acquainted with this city's aerial possibilities and with a potential airport which, in the judgment of more than one seasoned expert, is excelled by none in the United States. Most important of all, they will learn of the widespread popular enthusiasm over air transport which has developed so steadily in Kalamazoo during the last year, and when the time for their departure arrives they will know how ready Kalamazoo is to take its proper place on the aerial trunk lines of the Middle West.

8-1-1926

**SOME OF PLANES YOU WILL SEE AT AIRPORT NEXT SATURDAY**

*Sept 11 - 8-4-26*



Here are the new sights to be seen on the second annual Commercial Airplane Reliability tour, which will arrive here at 9:00 next Saturday morning.

1. The Sauzède airplane wheel unit, including a brake, manufactured by the Sauzède Corporation, of Detroit, the only company in production on this newest airplane accessory.
2. The Buhl-Verville Airster manufactured by the Buhl-Verville Aircraft Company, Detroit, with its wings folded and ready to be towed to a small hangar.
3. The Stout-Ford three-engined passenger monoplane, the largest plane to be in the tour. Passengers on the plane include William B.

Stout, its designer, and the plane will be flown by Major R. W. Schroeder, one-time holder of the world's altitude record.

4. The UvPit-NedHitts cabin plane, equipped with air-cooled motor, brakes, self-starter, and seating four passengers in a heated and ventilated closed cabin.
5. The Miller light monoplane, entered by Milton P. Miller of DuBuque, Ia. This plane and the Driggs monoplane, shown in No. 6, are in the flyer class in the tour, but will compete for a separate prize and not for the tour trophy. Ivan H. Driggs, Dayton, entered the second monoplane.

**AIRPORT WILL BE DEDICATED ON SATURDAY**

**Ceremony to Be Held in Connection with Arrival of Tour Ships.**

*8-6-26 Sept*  
**CRAFT DUE IN MORNING**

**Program at Field, Which Will Continue All Day Expected to Attract 25,000 People.**

Kalamazoo's \$100,000 Municipal Airport will be formally dedicated in connection with the coming Saturday, of the 38 ships entered in the second annual Commercial Airplane Reliability Tour. The field dedication will be in charge of Mayor George K. Taylor, and in the flag raising that will be a part of the dedication ceremony, the flag used by the late Col. Joseph B. Westnedge, Kalamazoo's "fighting colonel," will be employed. The "treasured banner" has been found to the Kalamazoo Airport Association, by members of the Westnedge family, for the occasion.

First of the contesting planes will not arrive until 10:30, according to the official schedule issued in Detroit Friday. They are expected to land, one minute apart, from that time on until the entire 38 have reached the Kalamazoo field. The army ships, from Selfridge field, which have been obtained for exhibition purposes before and after the arrival of the tour ships, will reach Kalamazoo shortly after 9:00, however.

The Michigan Railway Company will operate bus service to the Kalamazoo airport all day Saturday according to Charles L. Smith, city superintendent. Buses will start at 9:00 a. m. and all trips will be from the interurban station in North Rose street, to Main, thence to Portage street, past the Carey and Leach bus station, and to the field. Both city and interurban buses will be put in service for this special run. The schedule of departures for the field will depend entirely on the traffic demand. The exhibition at the grounds will be free.

**CLOSES AUG. 21.**  
 The tour is scheduled to close at 12:30 on the afternoon of Saturday, Aug. 21. Kalamazoo is the smallest city on the itinerary, and only one of which the ships will not make a over-night stop. Arrangements have been made at the Municipal Airport for the accommodation of 25,000 or more people. There will be grandstand seats for those who want them and those purchasing tickets to the grandstand will be permitted to leave their seats and inspect the planes. The purchase of a grandstand seat is not necessary, how-

ever, and will put on an exhibition of acrobatic flying and army maneuvers which will continue until the contesting planes appear on the horizon.

**FIELD OPENS AT 8:50.**  
 The complete program for the day was announced Friday. The field will be opened to the public at 8:30 in the morning. At 9:00 or shortly thereafter, the army planes will arrive for the morning exhibition. From 10:00 to 11:30 entire attention will be focused on the arrival of the ships entered in the contest, racing for the \$7,000 For trophy and \$20,000 in cash prizes and from 11:30 until 2:30, the visiting ships will be on exhibition and open to the inspection of a at the field.

The Municipal Airport will be dedicated at 1:30 in the afternoon immediately by an altitude race between the army airplanes. Between 2:30 and 3:08 the tour ships will take off for the second leg of their 2,490-mile test. The government field at Maywood on the outskirts of Chicago, will be the second stop.

Immediately following the departure of the last ship, the army fighting planes will give demonstrations in battle formations which will continue until 4:00. From 4:00 until 8:00 there will be opportunities for passengers to make flights in the planes stationed at the field for hire.

**MAY INSPECT SHIPS.**  
 During the period in which the contesting ships are arriving, none will be permitted on the landing field save those officials actually engaged in assisting the planes to land. Immediately after the last ship is in, however, the field will be thrown open to the public and all will be permitted to inspect the aircraft at close range.

Pilots and traveling tour officials will be the guests of the Chamber of Commerce at a luncheon to be served at the field, at which B. M. Jones will preside as chairman. It is expected that approximately 75 will be seated at the luncheon tables, and service will start promptly at noon. Local prizes will be awarded to winning pilots at this meeting.

The arrival of the ships in Kalamazoo will complete the first leg of the reliability tour, and the eyes of the entire aviation world will be centered on the tour as it continues over its two-week course. The official itinerary is:

Detroit to Kalamazoo; Kalamazoo to Chicago; Chicago to Milwaukee; Milwaukee to St. Paul; St. Paul to Des Moines; Des Moines to Lincoln; Lincoln to Wichita; Wichita to Kansas City; Kansas City to Moline; Moline to Indianapolis; Indianapolis to Cincinnati; Cincinnati to Cleveland; Cleveland to Fort Wayne and Fort Wayne to Detroit.

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