

NATIONAL AIR TOUR WON BY LIVINGSTON

Aurora Pilot, Driving Waco Plane, Gets Ford Trophy and \$2,500 Cash Prize.

FLIERS FINISH IN RAIN

Davis of Lansing, Holder of Second Place Honors, first to Reach Dearborn from Kalamazoo.

DETROIT, Oct. 22.—(AP)—The 1923 national air tour that began at the Ford airport at Dearborn, on Oct. 5, ended Monday afternoon with the return to that field of 24 contesting planes and 11 famous official machines.

John Livingston of Aurora, Ill., won the high point score, the Edsel Ford trophy and \$2,500 in cash. Livingston, who piloted a Waco biplane over the 6,000-mile route into Canada, down the Atlantic seaboard to Florida, and back up through the Central and to St. Paul before turning homeward, had a point score of 45,672. Second place honors went to Arthur Davis of Lansing, Mich., who flew a Ford triplane. His point score was 41,108, and he received \$2,000 in cash.

FINISH IN RAIN
The finish was anything but melodious. A deluge rain discouraged a huge crowd drawn by the presence of President Hoover, at Dearborn and most of the spectators left after the president's arrival in the morning. It was into mud, wheel rim deep that the 24 pilots brought the planes to earth. Davis was first to arrive from Kalamazoo, the last leg of the flight. He crossed the finish line at 4:13 P. M. One minute behind was Livingston. Livingston, who had led the field most of the way of the tour, was an assured winner on points and needed only to make a safe landing to take the trophy.

OTHER WINNERS
The other winners and their scores follow: Detroit, Stout, 38,949; J. W. Crosswell, New York, Curtis Condon, 33,796; J. W. Galloway, Haldeman, Newcastle, Del., Bellanca monoplane, 33,744; J. B. D. M. One minute behind was Livingston. Livingston, who had led the field most of the way of the tour, was an assured winner on points and needed only to make a safe landing to take the trophy.

23,711; \$750; Ross Keith, Miller, New York, Fairchild biplane, 23,504; \$500; William Welborn, Tulsa, Okla., Spartan biplane, 23,861; \$400; B. S. Warner, Detroit, Stinson monoplane, 23,000; \$300.
The rain and blinding fog that swept the airport caused cancellation of plans to have President Hoover witness the finish of the air tour.

MATHERS FIRST OUT
The first of the original 23 starters to drop out was Don Mathers of Kansas, in a Tourplane. His motor failed him at the takeoff from Baltimore. Frances Harrell of Houston, Texas, one of the original 23 starters, was also out, dropped out at Cincinnati. D. Morgan Hackman of Farmingdale, N. Y., hit a tree with his Fairchild plane at St. Louis, and was eliminated from the race at Anglum, Mo., piloting a Curtiss Robin, developed engine trouble at St. Louis. Captain Wm. Lancaster, in a Great Lakes biplane, developed trouble west of Kalamazoo.

LANCASTER NOT OUT
Capt. W. M. Lancaster is still in the Ford Reliability tour. He will remain a contestant, until sun down Tuesday, at which time he will either cross the finish line at Ford airport, Dearborn, or be checked off because of failure to get his ship home in time.

Capt. Lancaster is in Kalamazoo impatiently awaiting the lifting of the heavy fog that has made flying practically impossible. His Great Lakes training plane, which he set down in a field 11 miles west of Lindbergh airport Monday, is in the Morrison Army and Air Corps hangar in the process of re-assembling.

The ship was brought in from the field of the forced landing late last night on a truck, workmen having taken it apart in the process of disassembling it.

GAS LINE TROUBLES
While 25 other planes, entries in the National Air Tour, were roaring across the line to be checked in to the Dearborn field Monday noon, Capt. Lancaster was fighting a stubborn motor, and looking for a level spot on which to make a forced landing.

The Cirrus motor, with which the famous birdman's plane is powered, cut out just as Lindbergh field came into view at approximately 150 feet. The ship quickly dropped to a low altitude of 150 feet, and by "teasing" his engine, Capt. Lancaster was able to keep the craft off the ground until he circled a small field, and made a perfect landing. He halted a passing motorist and was driven to the field.

The gasoline line, which feeds the motor was out of order, and other minor motor troubles were found to exist when mechanics from Lindbergh field returned with Lancaster to the disabled plane.

WORLD WAR ACE
Capt. Lancaster is one of the few World War aces who were engaged in the air tour: He served overseas all during the conflict as pilot of an observation plane.

He is more widely known in aviation for his flight, in 1923, from England to Australia. On that flight, his co-pilot was Mrs. Keith Miller, the best aviator's wife was seen Monday by 10,000 persons, dressed in a snow white doe's skin flying suit, and piloting a snow white Fairchild monoplane. Another flight which brought Capt. Lancaster fame was from Cairo to Cape Town, Africa, in 1920. On that occasion, Capt. Lancaster lead a convoy of three ships, which made the trip.

WOMAN FIRST TO LEAVE
May Hazlip, the last of the 25 pilots to cross the line at Lindbergh field Monday, was the first to take off when the rain was headed toward Dearborn, and the finish. Miss Hazlip cleared the ground in a graceful rise at 3:17 P. M. The yellow Curtiss Robin shooting to an altitude of 400 feet before it reached the woods at the edge of the field.

Her competitive pilots followed Miss Hazlip's hopper off at some minute intervals. Charles Meyers, piloting a Great Lakes ship, similar to the entry of Capt. Lancaster was forced down in late Monday, was the second contestant to take the air for the final spurt before reaching the home goal at the Ford Airport, Dearborn.

The crowds, which had thronged to the field throughout the day, shivering in the cutting wintry blast which prevailed from 9 in the morning, stood spell-bound, as one by one the worn and haggard birdmen made the news of their ships eastward.

THRILLS CROWDS
Every take-off was perfect. It remained for Dale (Red) Jackson, flying a trim Thrush, to provide the only real thrill of the day of history-making events. The famous pilot who is known throughout the aviation world as the farmer association with Capt. Frank Hawks, transatlantic flier, left the ground within 100 feet of the starting line, and kept his plane close to the ground for a mile, flying due east. He was flying on a level, far below the tree tops which loomed ahead of him.

Spectators watched the birdman as he roared straight toward the woods, making no effort to rise until it looked as though it would be impossible for his to point the plane's nose upward in time to avoid crashing into the woods. As he approached within 30 or 40 yards of the wooded area, he threw the tail of his craft down suddenly, and shot upward, clearing the tree tops by no more than 10 feet.

ATTRACTS SPECTATORS
The great white twin-motored Curtiss Condor, with a complement of five passengers, in addition to the pilot and one mechanic, was the favorite ship from the spectators' point of view. Its landing and the smooth take-off were noted by thousands. The Condor was flown in the race by J. W. Crosswell.

The snow white Fairchild monoplane flown by Mrs. Keith Miller might easily have taken first honors had the ships and their pilots been judged according to beauty. Mrs. Miller's small woman with a great mass of brown unbobbed hair, was barely distinguishable from the ship itself, so perfectly

did the white doe's skin flying suit she wore blend with the clean gray paint of her air-steed.

LAUD LOCAL FIELD
Every person connected with the tour, including pilots of transatlantic ships, national officials and visitors praised the facilities of Lindbergh field highly, declaring that Kalamazoo's airport is one of the best visited on the entire trip.

The contestants were particularly well pleased with the informal luncheon tendered them at the Airport tavern, under the auspices of the Chamber of Commerce, and the Park-American hotel. The luncheon consisted of a varied selection of sandwiches, piping hot, and gallons of boiling coffee. Cake and pie also were served as desserts.

Charles W. Egan, traffic manager of the Chamber of Commerce, was at the field to personally supervise the brief entertainment for the flying stars.

NO TRAFFIC JAMS
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Direction of traffic was under the supervision of the police department, and the highways were patrolled by deputies under Sheriff Jerome S. Borner. City officers were on duty at the entrance to the field, with the result that no motorist was delayed a moment in locating a parking place.

When word was broadcast Monday, before the arrival of any of the contestant planes that a delay of departure from Chicago had been ordered by the United States weather bureau because of unfavorable flying conditions, the crowd pressing against the barriers began to mill nervously.

Many threatened to leave, fearing a long wait without reward of viewing the spectacle of 39 airplanes landing in rapid succession. Ray Anderson, Jackson, who was retained to announce the arrivals of the racing pilots, rallied to the cause, however, and soon had more than 10,000 milling persons under the trees waiting. He broke the monotony of hours of waiting in the cold by an exhibition of extemporaneous wit.

10-22-1929

KALAMAZOO AIRPORT LICENSED
Airport license No. 1, signed by Ray Collins, head of the State Department of Aeronautics, has been issued to the Kalamazoo Airport. The initial license was issued to Kalamazoo because it was the first city able to boast a municipally owned airport. 1929

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