

Scenes at Love Field After Aerial Armada Puts In Its Appearance



NEWS STAFF PHOTOS

Interest taken by Dallas in the third national air tour, arriving at Love Field Friday afternoon, is shown by the accompanying pictures, in which some of the thousands who crowded the field are seen inspecting the newest wrinkles in aircraft.

At the upper left of the picture are shown the official timers at the field, with other officers handling the tour. Left to right are E. P. Crocker, Detroit; Clitus Jones, J. P. Garrity, C. B. Braun, official timer; Lieut. R. G. Breen, Dayton, Ohio, official checker; Lloyd M. Long and Ray Collins, Detroit, official referee.

Upper right are pictured the passengers in one of the two "honey-moon specials" in the national flight. They are John Paul Riddle and

Ovation Given Air Tourists Visiting City

Fourteen Planes Land at Love Field for Night's Stop.

Different Models

Airmen Entertained at Banquet—Flight Being Timed.

One minute and seven seconds behind the scheduled hour of 3:30 p. m., Frank Hawks, piloting a Ryan brougham airplane, with his wife as a passenger, crossed the finish line at Love Field as the first ship of the third national air tour to reach Dallas on the hop from Pine Bluff, Ark., 295 miles to the northeast. Within three seconds after Hawks had brought his Ryan to a stop, Charles W. Meyers in a Waco Whirlwind dropped to earth. Others of the group of fourteen official entries in the tour arrived at intervals during the next hour. Hawks' official time for the afternoon's hop was two hours and twenty-two minutes and seven seconds. The slowest of the planes made the trip from Pine Bluff in a little more than three hours.

The municipal field, purchased by the city Thursday, was thronged with a welcoming crowd, and it was with difficulty that police kept the paths clear from midfield where the machines landed to the roadway where they were lined up for public inspection and refueling. Thousands of automobiles going to and from the field created another problem for the police in handling traffic, though there was no notable congestion in the field, due to strict regulation. The flyers were greeted by members of the Dallas Flying Club as a special committee and by city officials as they alighted at the field, where motor cars were waiting to bring them to headquarters at the Adolphus. Each of the pilots reported to the official timers' stand for a check of this log as the first duty after landing. Several of the pilots unofficially accompanying the tour took up guest passengers while waiting for the assembly of the squadron by arrival of the late comers.

Modern Planes

In the ships making up the tour squadron there are represented the most modern types of aircraft, ranging from single-seater planes to the giant tri-motored passenger carriers. Monoplanes predominate, though several of the entries are newer type airplanes. Of the fourteen ships eleven are powered with Wright Whirlwind motors, of the type used by Col. Charles Lindbergh in his trans-Atlantic voyage. Colors of the machines vary almost as much as their size, ranging from the dull gray sheen of the Ford-Stout transport all-metal monoplanes to the bright yellow of the Waco entries, two in number. The United States Navy is represented in the tour by a Ford-Stout all-metal monoplane cabin ship, piloted by Lieut. A. C. Miles and H. R. Bowes. This is not an official but a courtesy entry, and with the giant Ford machine attracted attention of the crowds. The Ford entry has three motors of 200-horsepower each and is carrying six passengers.

The tour is designed primarily to demonstrate the stability of the airplane as now designed and powered, and to show the potentialities of use of the air for commercial aviation. The officially entered planes are not used for stunt performances, nor are passengers carried in them at stopping points.

Four Thousand-Mile Trip

The tour left Detroit on June 27 for a trip of 4,000 miles about the country, and thus far has kept practically on schedule with the precision of railway trains. In the fourteen planes there are carried

CONTINUED PAGE 11, COLUMN 2

Ovation Given Air Tourists Visiting City

CONTINUED FROM PAGE 9.

about fifty passengers, including pilots, and each day they cover hundreds of miles, taking to the public actual proof that flying is more practicable today than ever since the Wright brothers succeeded in their experiment at Kitty Hawk. Improvement in design of the ships is noticeable even to the layman, by contrast with the planes used in former tours and during the World War, while the tour is demonstrating the even greater advance in motive power.

At Love Field Friday afternoon power units were shown in action which lifted the planes almost straight upward with a speed not hitherto achieved. The time of the speedier machines on the Pine Bluff-Dallas hop, also showed improvement in speed over older models, with 100 miles an hour as approximately the maximum of the Wright-motored craft.

In the first tour there were sixteen planes powered with the OX-5 motor, a motor developed during the war and not materially improved since that time. Last year there were ten such planes in the tour and this year there is but one. In 1925 no planes were equipped with brakes. Last year there were two planes with brakes and this year eight of the entries are so equipped. In the first tour there was one cabin plane. Last year there were four and this year five of the planes are comfortable, closed-cabin types.

In the first four one plane had air-cooled motors. Three planes were so equipped last year and this year eleven of the entries have Wright Whirlwind motors. These facts show the trend of airplane design to brakes, cabins and air-cooled motors of a modern design.

Planes in the tour this year are carrying about fourteen tons of load, the contest loads of the various planes ranging from 570 pounds to 1,500 pounds. Speeds range from ninety-six miles an hour to 130 miles an hour.

Bride on Trip

In the personnel of the flying tourists are four honeymooners. Mrs. Paul Riddle of Cincinnati, bride of two months, is accompanying her husband, who is piloting the Waco No. 12, while Harry Hawks, pilot of the Ryan brougham, first machine to alight at Love Field, has his wife as a companion on the tour. Charles Meyers, piloting Waco No. 10, has as his mascot Whirlwind Jimmy, a pet monkey. Pilot Eddie Stinson, with his Stinson-Detroiter, is carrying Mr. and Mrs. Schies and their young daughter, Rosemary, as passengers. John Woods, flying Waco Whirlwind No. 11, has the distinction of having maintained a perfect record of schedules since the tour started. He was sixth to land at Dallas, making the jump from Pine Bluff in two hours, thirty minutes and forty-six seconds.

On the Pittcairn Mallwing, No. 6 in the tour, piloted by H. A. Elliott, there is perhaps the most complete and refined instrument board for night flying on any plane in the country. This plane was designed for use in air mail service between New York and Atlanta and is powered with a 200-horsepower Wright motor. The Ford transport, official entry of the Ford Company, carries complete radio equipment, with which it has kept in touch with Ford Field at Dearborn, Mich., and other stations during the tour. This machine brought six passengers to Dallas, including Dean W. Burford, pilot; Harry P. Russell, mechanic and assistant pilot; C. W. Thomas, radio operator; Felix Smart, governor for Arkansas of the National Aeronautical Association; E. P. Crocker, assistant scorer for the tour, and James P. Piersol, who is reporting the events of the tour for the Detroit News. Mr. Piersol has filed a part of his reports by radio while in the air. There are five other newspaper men with the air tourists.

Cloyd P. Clevenger, pilot of an Alexander Eagle Rock plane, though forced out of the tour as an official entrant by a broken motor at Pittsburg, came into Dallas with the party Friday and edified the Love Field crowds with some of the fanciest stunt flying ever seen here. He took up a number of passengers and went through all of the more notable aerial evolutions.

Rinehart Will Start

The tour will be won by the plane which carries the heaviest load, fastest with the lowest horse power and which can take off and land in the shortest space of time. Three tests were run in Detroit before the tour started—one for speed and two for take-off and landing. Every plane must carry half a pound of weight for every cubic inch of engine displacement. These five elements make up the formula by which a factor of merit is worked out for each plane. Thus the factors differ with weight carried, speed and horse power.

To gain a perfect score, a plane must average 85 per cent of its speed test on each leg. Slower time naturally results in a lower score for that leg. This accounts for the disparity in scores, but the scores do not reflect on the capabilities of the pilots. Eddie Stinson in his Stinson-Detroiter is leading the score of the tour to Dallas. Ray Collins of Detroit is the official referee and is assisted by checkers and scorers on the tour and by local checkers and timers at the stopping points.

At Dallas, C. A. Braun of the National Air Transport was chief timer, while Street Commissioner Arthur Rinehart will be chief starter on the take-off Saturday morning. The tour will hop off for Oklahoma City at 10 a. m. and will spend the night at Tulsa.

ERA of the Profitable Use

All-Texas Special Group Regrets Missing Detroit

Regret that "through a misunderstanding" the scheduled stop at Detroit was passed up by the all-Texas special was embodied in resolutions passed Friday at a meeting of the subcommittee of the ways and means committee of the tour board. The meeting was held at the Baker Hotel and included John D. Middleton, Greenville, chairman; Sydney Marks, president of the Corsicana Chamber of Commerce; Beeman Fisher, Joe Poyner and Peter Molynaux, secretary. A telegram to this effect was dispatched to Detroit.

A full meeting of the ways and means committee will be held Thursday next at the Baker Hotel to receive an official report of the trip. A booklet giving the history of the trip will be published, it was decided.